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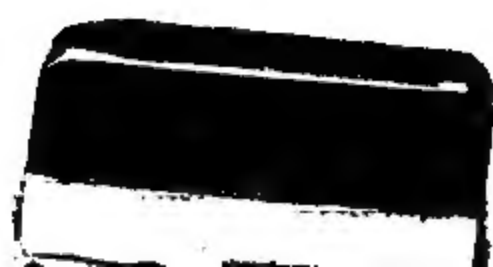
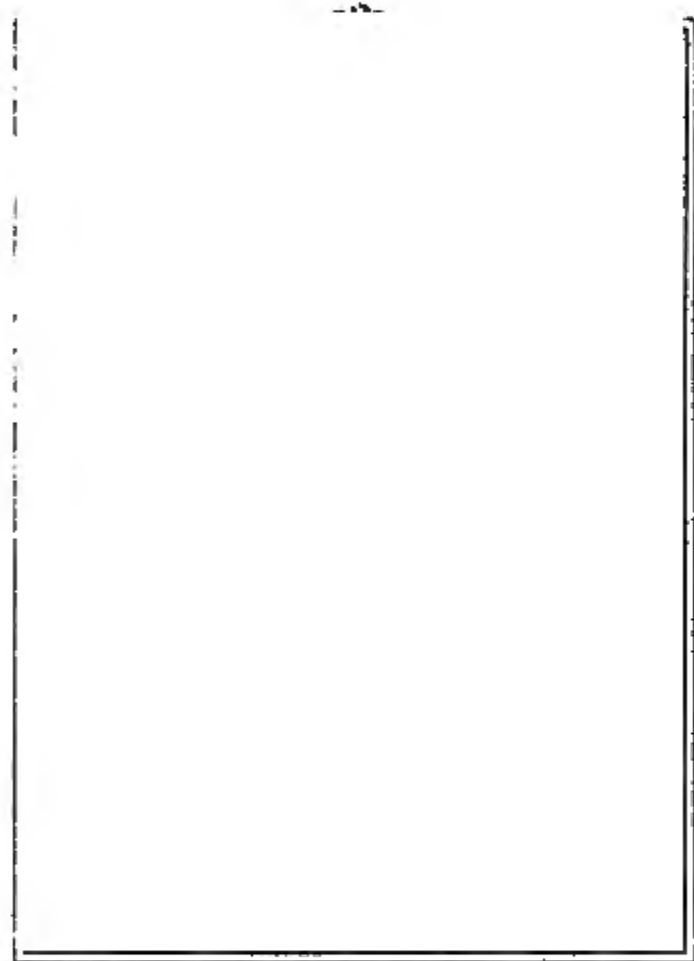
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DOCUMENTS
OF THE
SENATE
OF THE
STATE OF NEW YORK
ONE HUNDRED AND FORTIETH SESSION
1917

VOL. XIX.—No. 37

ALBANY
J. E. LYON COMPANY, PRINTERS
1917

Def.
A. J. E.
H. J.

79. . . .

**CORNWALL-WEST POINT. PART 1. STATE HIGHWAY NO. 5498 (STORM
KING), ORANGE COUNTY.**

View from station 47 looking north and showing the steep slope of ledge prior to construction. The white cross seen above the center of the picture is directly over the center line of highway to be, and is 360 feet above the level of the river. The slope of the rock in this locality is so steep that no reliance can be placed on retaining walls. Instead, a shelf will be cut into the solid ledge and the resulting wedge of rock removed will have a maximum height of 130 feet.

STATE OF NEW YORK

REPORT

OF THE

**State Commissioner of
Highways**

TRANSMITTED TO THE LEGISLATURE FEBRUARY 26, 1917

**ALBANY
J. B. LYON COMPANY, PRINTERS
1917**

By Transfer

.. 1822

STATE OF NEW YORK

No. 37

IN SENATE

FEBRUARY 26, 1917

REPORT OF THE STATE COMMISSIONER OF HIGHWAYS

*To the Honorable, the President of the Senate of the State of
New York:*

In compliance with Section 15, Chapter 30 of the Laws of 1909, constituting Chapter 25 of the Consolidated Laws, I have the honor to submit herewith the report of Edwin Duffey, as Commissioner of Highways, for the Year 1916.

J. J. MORRIS,
Secretary.

NEW YORK STATE HIGHWAY COMMISSION

1916

EDWIN DUFFEY, Commissioner.

IRVING J. MORRIS, Secretary.

H. ELTINGE BREED, First Deputy Commissioner.

FRED W. SARR, Second Deputy Commissioner.

BENJAMIN J. RICE, Third Deputy Commissioner.

SEPHRINE D. GILBERT, Auditor.

MAIN OFFICE

EDMUND A. BONNEY, Supervising Engineer.

JOSEPH CURRAN, Chief of Maintenance.

JESSE C. PATRICK, Superintendent of Maintenance, Eastern Division.

FRANK W. BRISTOW, Superintendent of Maintenance, Western Division.

FRANK R. PENNOCK, Assistant Secretary.

JAMES T. TAAFFE, Secretary to the Commissioner.

MARK W. NELSON, Assistant to the First Deputy.

RAOUL W. BAKER, Secretary to the Second Deputy.

FRED BUCK, Assistant to the Third Deputy.

HARRY P. CONDON, Chief Clerk.

W. E. CONKLIN, Confidential Inspector.

A. W. SMITH, Confidential Inspector.

R. O. HOLLENBECK, Confidential Inspector.

H. W. COWLBECK, Appointment Clerk.

JOHN H. RICHARDSON, Claim Agent.

FRANK A. HERMANS, Engineer of Grade Crossings.

E. E. BRANDOW, Engineer of Bridges.

FRANK W. BURLEIGH, in charge of Bureau of Tests.

H. S. MATTIMORE, in charge of Physical Testing of Materials.

JOSEPH E. MYERS, in charge of Chemical Testing of Materials.

E. M. TREFETHEN, in charge of Drafting Department.

W. A. TREADWELL, in charge of Statistics, Costs, Etc.

J. B. RYDER, Plans and Resolutions.

Division Organizations

DIVISION No. 1

BETRAND H. WAIT, Division Engineer, Poughkeepsie.

E. J. HOWE, Resident Engineer, Poughkeepsie.

LOWELL GROSSMAN, Resident Engineer, Poughkeepsie.

JOHN R. KALEY, Resident Engineer, Poughkeepsie.

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DIVISION No. 2

H. O. SCHERMERHORN, Division Engineer, Albany.
CHARLES T. FISHER, Resident Engineer, Albany.
A. S. MIRICK, Resident Engineer, Plattsburg.

DIVISION No. 3

THERON M. RIPLEY, Division Engineer, Watertown.
THOMAS J. SOHOENLAUB, Resident Engineer, Watertown.
CHARLES C. CASSEL, First Assistant Engineer, Watertown.

DIVISION No. 4

JAMES H. STURDEVANT, Division Engineer, Utica.
ROY F. HALL, Resident Engineer, Utica.

DIVISION No. 5

HOWARD E. SMITH, Division Engineer, Binghamton.
R. E. MILLER, Resident Engineer, Binghamton.

DIVISION No. 6

WILLIAM M. ACHESON, Division Engineer, Syracuse.
R. J. MAROCHER, Resident Engineer, Syracuse.

DIVISION No. 7

PERRY FILKIN, Division Engineer, Rochester.
JAMES E. KELLY, Resident Engineer, Rochester.

DIVISION No. 8

CHARLES M. EDWARDS, Division Engineer, Hornell.
RICHARD V. COLLINS, Resident Engineer, Hornell.

DIVISION No. 9

CHARLES J. McDONOUGH, Division Engineer, Buffalo.
JOHN H. HUBER, Resident Engineer, Buffalo.
GEO. T. KEITH, Resident Engineer, Olean.

COUNTY SUPERINTENDENTS OF HIGHWAYS

COUNTY	NAME AND ADDRESS
Albany.....	E. J. Bedell, Delmar.
Allegany.....	Harry Craig, Canaseraga.
Broome.....	Charles Van Amberg, Binghamton.
Cattaraugus.....	Alexander Bird, Ellicottville.
Cayuga.....	J. C. Dayton, Auburn.
Chautauqua.....	W. J. Knauer, Jamestown.
Chemung.....	Harry T. Gage, Van Etten.
Chenango.....	E. B. Pendleton, Norwich.
Clinton.....	Richard T. Mace, Keeseville.
Columbia.....	Lester J. Bashford, Hollowville.
Cortland.....	Dwight B. Coleman, Cortland.
Delaware.....	A. L. Van Tassle, Treadwell.
Dutchess.....	A. C. Rapelje, Poughkeepsie.
Erie.....	George C. Diehl, Buffalo.
Essex.....	Clinton H. Simonds, Elizabethtown.
Franklin.....	H. A. Gray, Malone.
Fulton.....	J. A. Karg, Johnstown.
Genesee.....	W. M. Torrance, Batavia.
Greene.....	H. S. Olmstead, Cairo.
Hamilton.....	Edgar Call, Lake Pleasant.
Herkimer.....	Will H. Corey, Herkimer.
Jefferson.....	Henry S. Ball, Watertown.
Lewis.....	Clarence E. Putnam, Croghan.
Livingston.....	George E. Schaefer, Geneseo.
Madison.....	George S. Tibbits, Oneida.
Monroe.....	J. Y. McClintock, Rochester.
Montgomery.....	Irving Lathers, Fonda.
Nassau.....	W. Fred Starks, Glen Cove.
Niagara.....	Thomas M. Brennen, Niagara Falls.
Oneida.....	Arthur O'Brien, Utica.
Onondaga.....	Frank E. Bogardus, Syracuse.
Ontario.....	George W. Powell, Canandaigua.
Orange.....	C. H. Smith, Middletown.
Orleans.....	Harry D. Waldo, Albion.
Oswego.....	Elbert A. Howard, Oswego.
Otsego.....	Samuel R. Lewis, Otsego.
Putnam.....	Richard Michell, Brewster.
Rensselaer.....	Charles A. Roemer, Court House, Troy.
Rockland.....	Calvin J. Allison, Stony Point.
St. Lawrence.....	Joseph M. Howard, Ogdensburg.

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COUNTY	NAME AND ADDRESS
Saratoga.....	John E. Hodgman, Saratoga.
Schenectady.....	Harry W. Cregier, Schenectady.
Schoharie.....	Van E. Lawyer, Cobleskill.
Schuyler.....	James P. Frost, Watkins.
Seneca.....	Fred A. Potter, Ovid.
Steuben.....	Charles E. Bower, Corning.
Suffolk.....	Peter E. Nostrand, Shelter Island Heights.
Sullivan.....	Monroe H. Wright, Livingston Manor.
Tioga.....	William O. Lay, Owego.
Tompkins.....	F. C. Evans, Ithaca.
Ulster.....	James F. Loughran, Kingston.
Warren.....	Bertram E. Murray, Warrensburg.
Washington.....	O. C. Richards, Hudson Falls.
Wayne.....	W. G. Sisson, Lyons.
Westchester.....	Charles McDonald, White Plains.
Wyoming.....	Robert Holmes, Jr., Castile.
Yates.....	Matthew McEvoy, Penn Yan.

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REPORT OF THE STATE COMMISSIONER OF HIGHWAYS

JANUARY 1, 1917.

To the Honorable, the Legislature of the State of New York:

I have the honor to present the annual report of this Department for the year ending December 31, 1916.

All of the first \$50,000,000 bond issue has been appropriated by the Legislature and the unexpended balance is obligated by existing contracts or expedited routes.

Of the second \$50,000,000 bond issue authorized by the referendum of 1912 there had been appropriated by the Legislature \$35,000,000, leaving \$15,000,000 as yet unappropriated.

Contracts were awarded during the year 1916 for 667 miles of State and county highways, the total appropriations for which were as follows:

State appropriation	\$6,902,930 01
County appropriation	2,321,029 99
Village appropriations	621,550 00
	<hr/>
Total	\$9,845,510 00
	<hr/> <hr/>

On January 1, 1916, the total mileage covered by contracts in force for State and county highways was 1,185, of which there remained actual mileage to do, including reawarded contracts.....	783
Contracts awarded during 1916.....	667
	<hr/>
Total mileage to do in 1916.....	1,450

During the year 1916 there were completed and officially accepted, miles.....	508	
There were completed, but not in time for official acceptance, miles.....	55	
	<hr/>	563
Leaving actual mileage under contract and not com- pleted January 1, 1917.....		887
		<hr/>
Total designated State and county systems.....		11,988
Completed and accepted January 1, 1916, miles	5,926	
Contracts in force on January 1, 1916, miles	1,185	
Contracts awarded during 1916, miles.....	667	
	<hr/>	7,778
		<hr/>
Balance of designated system on January 1, 1917		4,210
		<hr/>

STATE AND COUNTY HIGHWAYS

CONSTRUCTION

Conditions under which highway improvement work was conducted during the past year were so onerous as to render progress extremely difficult. Not only was the work materially hindered, but an unavoidable increase in cost was occasioned; and unfortunately there are no present indications that conditions will be improved during the coming season of 1917. In view of this fact, it seems advisable to describe the situation in some detail, in order that it may be taken into full consideration in connection with the decision as to the appropriation which may be deemed advisable for the coming year.

The steadily increasing scale upon which highway improvement is being conducted in New York State and the large sums annually made available by the Legislature from bond issue moneys for that purpose, have in recent years attracted a large number of contractors, many of whom were not well qualified either by previous experience and knowledge of the business, or by financial resources,

to engage in the work. All of these requisites are necessary for the successful handling of a contract involving large sums of money (few contracts being for less than \$50,000), and require the exercise of great skill and judgment in the manipulation of labor.

Each bidder is required to deposit with his bid a certified check for five per cent of the amount of such bid, to guarantee the execution of the contract and bond if the contract is awarded to him. A bond executed by a surety company for fifty per cent of the contract price is required, upon the execution of the contract. The law provides that the contract be awarded to the lowest responsible bidder. If the low bidder to whom the contract is awarded executes the contract and bond, and the bond is also signed by a surety company authorized by the State Superintendent of Insurance to transact business in this State, thereby obligating the surety company to the completion of the contract, the responsibility of the contractor is assured, so far as the ultimate completion of the road within the original contract price is concerned. Sharp competition has developed between surety companies in their efforts to secure business, and during the past few years a practice unsatisfactory to the Department has arisen which ultimately was bound to lead to bad results, both to the surety companies and to the contractors, and which to a certain extent affects the interests of the State. A contractor without prior experience in the work, without plant or equipment, or even without financial resources, would be provided by a surety company with the certified check necessary to enable him to bid. If he proved to be the low bidder and the contract was awarded to him the surety company would write his bond, and a contractor, totally unqualified, would thus be enabled to assume an obligation for which he was unfitted. This reckless disregard of all business principles was increased by the manner in which contractors of this type usually prepared their bids. Instead of making careful personal investigation of all the conditions surrounding the contract, it became quite a common practice to consult the engineer's estimate of cost and present a bid at some figure below such estimate, which the bidder hoped would be sufficiently low to secure the contract. So long as labor was plentiful and wages remained fairly stable, the contractors

generally managed to complete their work, although owing to lack of financial resources and inexperience, it was with difficulty; and the rate of progress was, in many instances, unsatisfactory.

The construction season of 1916 opened with a large number of contracts in force, many of which were held by contractors of the type above referred to and whose work was taken at figures based on the cost of labor and materials for the preceding year. The supply of manual labor for the past year and a half has been entirely inadequate to the demand, not only for road building purposes but in all other lines of commercial enterprise. It has been impossible to secure, even at greatly increased cost, more than approximately one-fourth of the total amount of labor required. This shortage of labor, together with the rapid increase in the cost thereof, and the increased cost of materials and supplies, brought to an abrupt culmination the conditions which had been developing from the methods employed for the past few years by many of the contractors engaged in state highway work, and resulted during the past season in the failure of a number of contractors and the consequent abandonment of their contracts.

During the year forty contracts were cancelled and the work readvertised for completion. In some instances the surety company took no action and the contracts were let at a largely increased cost and the surety companies called upon to pay the excess. In the majority of cases the surety companies bid in the work themselves on the basis of the original contract price and made arrangements at their own expense, with contractors having plant and equipment, to perform the work for them. The result to the surety companies has been a heavy pecuniary loss during the past eighteen months, and as a consequence, not only have the surety companies abandoned their practice of providing deposit checks and otherwise aiding unqualified contractors to bid, but they are now exercising the greatest caution in executing bonds, with the result that a considerable portion of the bidders who have been heretofore engaged in this work are now eliminated.

The shortage of labor, however, affected not only the class of contractors referred to, but also those who by reason of their experience, adequate equipment and financial ability, were fully qualified to carry out any work which they might undertake, and despite their best efforts, prompted by the repeated and urgent

CORNWALL—WEST POINT, PART 1, STATE HIGHWAY No. 5498 (STORM KING), ORANGE COUNTY.

View from station 20 looking north. Showing guard wall on right, also construction track for handling materials.

demands of the department, they have been unable to progress their work at a satisfactory rate.

Under these difficult conditions, the Department did not deem it wise during the past year to abrogate or cancel contracts where the contractor was obviously doing all that it was possible for him, or for anyone, to do. Where the contractor entirely abandoned his contract or obviously failed to do his utmost it was necessary to cancel and take the necessary steps to provide for the completion of the work, holding the contractor and surety company liable for any excess cost to the State. This, of course, involved the loss of time required in preparing plans for the completion work, advertising for bids, etc.

As a result of these unusual and difficult conditions, the amount of the road mileage completed during the year 1916 is but little more than one-half the mileage completed during 1915. On January 1, 1916, contracts were in force aggregating 783 miles of actual work. Several lettings were held during the year and contracts aggregating a large mileage, for which plans were prepared, were presented to bidders, but it was found possible to award contracts for only 667 miles, as compared with 1,073 miles during 1915; and while in 1915 from ten to fifteen competitive bids were received on each contract and all roads advertised were placed under contract, the average low bid being about eleven per cent below the estimate, in 1916 many contracts were advertised but not awarded, as no bids were received for same. In the majority of cases but two or three bids were received for each contract, while in some of these cases all proposals were above the estimate and the work could not be awarded.

The Department has necessarily been obliged to take into consideration the fact that the price of labor and material in 1916 was largely in excess of the price prevailing prior to 1916, and our estimates have been advanced accordingly. Even so, it has been impossible to keep pace with the steady advance in actual cost, and a condition is now reached which is worthy of the most careful consideration from a business standpoint, and with a view to conserving the state's moneys.

Very few counties received sufficient moneys from the second fifty million dollar bond issue, which constitute all of the moneys

available for highway improvement work, to complete the designated system of State and county highways within their borders. This department has exerted every effort to expend the remaining moneys in such a manner as will provide the greatest possible amount of improved mileage. Labor constitutes a very large percentage of the cost of improved roads, varying according to the type. Labor alone in the last year increased from one-third to one-half in cost. It will readily be seen, therefore, that if this department advances its estimates to a degree commensurate with the actual prevailing prices of labor and materials, the largely increased cost per mile will amount to such a sum in the aggregate as will correspondingly decrease by a very considerable amount the mileage of State and county highways which can be built in any county of the State.

There are now in force contracts aggregating 935 miles. This, with the usual maintenance and repair work, will apparently absorb most of the available labor supply if conditions remain the same in 1917 as they were in 1916. To advertise and place under contract the usual additional mileage, even if it were possible to award contracts, would not increase the mileage which could actually be built, and would, as a matter of fact, if the new work were started, tend to diminish still further the available labor supply and decrease correspondingly the rate of progress of all work.

The demand of the citizens of this State for the speedy completion of its system of improved roads is urgent, and is warranted; and it is to the interest of the State that contractors be enabled to keep their organizations of plant, equipment and men, which involve the investment of a large amount of capital, as continuously employed as possible; and therefore occasional lettings are advisable in order that contractors who have finished, or are about to finish, work now in hand, may secure new contracts upon which they can commence operations, and thus maintain their organizations. It is apparent, however, that with the amount of mileage now under contract, and with the existing conditions as to labor, materials and the cost of same, it would be inexpedient and poor business economy to attempt to place under contract during the coming season (unless conditions change

rapidly and materially) a large additional mileage; and it would seem the part of wisdom for the State to take these conditions into consideration and to curtail the placing of contracts for new work to any considerable extent until prices of labor and material and an increased supply of labor warrant the resumption of activities on a larger scale. It must be borne in mind that this suggestion does not mean that no work is to be performed during the coming season; on the contrary, every man who can be secured will be employed, and every mile of road it is possible to build will be built.

The Department, therefore, recommends that the appropriation for 1917 from the bond issue should not exceed the sum of \$5,000,000.

FEDERAL AID

In order that a better idea may be obtained as to the most effective use of Federal Aid, it may be advisable briefly to outline the history of highway improvement in this State up to the present time.

It should be borne in mind that the highways of the State are divided into four classes, namely: State Highways, the total cost of whose improvement is paid by the State; County Highways, at least sixty-five per cent of the cost of which is paid by the State and the remainder by the county; Town Highways, or "earth" roads, which are constructed at the expense of the towns, plus moneys contributed by the State; and County Roads which are constructed jointly by the counties and towns. The State and county highways after construction are maintained entirely by the State, except that each town contributes fifty dollars annually for each mile contained therein, toward such maintenance. The town highways are maintained by the town. The county roads are maintained by the town, or by the county and town, in the discretion of the board of supervisors.

State aid in highway improvement was inaugurated in 1898. Each year up to and including 1905, annual appropriations from the general treasury were made by the Legislature, amounting in all to \$3,223,265, the counties appropriating a like amount, and under these appropriations a total of 573 miles was constructed.

The need of larger appropriations becoming apparent, a bond issue of fifty million dollars was authorized by vote of the people, and became available January 1, 1906. The Legislature also authorized the preparation of a map on which was to be designated a system of main market roads, afterward known as County Highways, the State's share of the cost to be derived from the proceeds from such bond issue. This map was prepared, and was approved by the Legislature of 1907, a total of 8,388 miles being designated thereon. The proportion of cost to be paid by the State and county was also changed in 1907, so that, instead of each paying fifty per cent of the cost, a sliding scale was established by which the State was to pay at least sixty-five per cent in all cases, the balance to be paid by the county and town. Subsequently, the law was again changed, the town being eliminated and the share previously borne by the town being thereafter paid by the county.

On January 1, 1909, the present Highway Law became effective, which provided for the establishment of a State Department of Highways, under which the improvement of roads by State aid was to be conducted. The improvement of the county highway system was to be carried on, and there was also provided by that act a system of State routes aggregating thirty-six hundred miles, the total cost of the improvement of which was to be borne entirely by the State. The equitable apportionment among the counties of the mileage of State and county highways to be improved with moneys derived from the sale of bonds was also provided by the new Highway Law. It was evidently intended that the improvement of State and county highways should proceed annually in the same proportionate ratio throughout all the counties of the State, but in 1911 the demand for the immediate improvement of through routes in some sections became so great that special appropriations from the bond issue were made for that purpose, about one-third of the total amount being thus used in the improvement of what are known as expedited routes.

The designated systems of State and county highways aggregated 11,988 miles, being the highways eligible for improvement with moneys derived from the bond issue.

The system of State highways was designed in response to a general demand therefor, when it became clear that a continuation of the building of the county highways would not result in the connected system so much desired for the use of the State at large.

When the first fifty million bond issue was authorized, it was expected that the moneys derived therefrom, together with the contributions by the counties, would suffice to complete the system of county highways designated on the map approved by the Legislature in 1907. The addition of the State routes, the total cost of which was also to be paid out of the bond issue, increased the total mileage to such an extent, however, that it was apparent there would not be sufficient moneys with which to complete the total mileage of State and county highways designated.

In 1912 a second bond issue of fifty million dollars was authorized and became available on the first day of January, 1913. From the moneys derived therefrom twenty million dollars were to be expended for State highways and thirty million dollars for county highways, all of the moneys being apportioned among the several counties of the State for both the State highways and the county highways on a basis determined by the three factors of area, population and mileage. The moneys thus allotted to each county for State highways and for county highways were to be used only in such county and for the particular system to which they were thus allotted.

On the first day of January, 1917, the total number of miles of State and county highways completed and accepted, or under contract, is 7,788, leaving a balance of 4,210 miles in the combined systems, for which no funds are available.

Of the first and second fifty million bond issues there remain unappropriated at this time fifteen million dollars. This, even with the county contributions for county highways, will be insufficient to complete the State and county system. No other funds are available for the purpose. Great and useful as the combined systems will be when the mileage which can be built with these remaining moneys is completed, it is clear from a careful study of a map of the State that with Federal Aid moneys

widely and properly expended an additional mileage of the designated system could be constructed which would give in a most practical way a connected system of both State and county highways by which virtually every main thoroughfare in each of the counties would be improved, serving all localities and connecting together every county system, every village, and practically every hamlet, and also making accessible the mountain and park preserves and all important scenic and historic spots in the State.

In any event, the proper location of such proposed mileage would complete, from a State standpoint, every essential through route, including a large number of cross-state routes, and would, within all reasonable bounds, afford a comprehensive system of improvement of all the main market roads and statewide thoroughfares throughout the state, and in addition thereto give connections with sister states and the Dominion of Canada to the number of fifty-one.

The town highways and county roads which have heretofore been mentioned, even at the present time afford a great and extensive auxiliary system to the system of state and county highways, and with the projected work in counties and towns now well defined and under way, will enhance the value of the auxiliary system still more; and the two systems taken together, if they can be constructed as suggested, will give the state a network of improved roads of all kinds fully equal to all demands which may be made, even under the rapidly increasing traffic.

The moneys received by New York State from the Federal Aid bill passed by Congress in 1916, together with appropriations made by the State to meet Federal appropriations, aggregate a total of approximately eight million dollars, which will provide for the necessary mileage to complete the system of State and county highways in the matter above suggested.

The salient features of the Federal act are as follows: The total appropriation amounts to seventy-five million dollars, to be expended during the five years beginning with the Federal fiscal year ending June 30, 1917.

Each state receives each year its allotted amount, provided the State appropriates an amount equal to that which it receives.

The amount allotted to each State is determined by the three factors of area, population and mileage of star and rural routes, and on that basis New York will be entitled to the following sums:

Year ending	Total Federal Appro. for All States	New York State Will Receive
June 30, 1917.....	\$5,000,000	\$250,720 27
June 30, 1918.....	10,000,000	501,440 54
June 30, 1919.....	15,000,000	752,160 81
June 30, 1920.....	20,000,000	1,002,881 08
June 30, 1921.....	25,000,000	1,253,601 35
Total	\$75,000,000	\$3,760,804 05

Appropriations for any fiscal year to any State remaining unexpended at the close of the year, are available for that State until the close of the next fiscal year; but any appropriation not taken up before the expiration of the total period of availability will be reappropriated among the remaining states. Each State must notify the U. S. Government of its intention to accept Federal Aid by an Act of the Legislature passed at the first regular session held after July, 1916. The supervision and direction of the work in this State will be in the hands of the New York State Department of Highways, subject to the general rules of the U. S. Government.

A definite proposition, therefore, which must be either accepted or rejected, is presented. Acceptance carries with it the promise of appropriation by this State of \$250,720.27 to meet the 1916-17 Federal Aid, with succeeding annual appropriations as hereinbefore mentioned. Rejection, either by definite act or by failure to comply with the requirements of the Federal bill, will prevent New York State from receiving any part of the \$75,000,000.

Should it be deemed advisable to accept Federal Aid, a careful study of the subject shows that it will be necessary for the State to provide its share of the annual expense by direct appropriation from the general fund of the treasury, and not by use of any of the moneys now derived from the bond issue. The requirements

of the Federal Aid bill, while fair and reasonable, are such as to render it impracticable to use bond issue moneys for the State's share of the cost of conducting the work of improvement in conjunction with the United States Government. This is especially true in regard to the improvement of county highways, in which the county authorities have an active share, and for which the greater portion of the remainder of the bond issue moneys will be required. An equally potent reason is the great advantage to be derived from the additional mileage to be obtained in places where it is greatly needed, not for local purposes merely, but for state-wide advantage, and which cannot otherwise be had. In many sections of the State uncompleted gaps exist in the systems of State and county highways designated for improvement. The moneys allotted to those sections from the bond issue have either all been expended, or will be insufficient to complete these gaps. The utility of the whole route is greatly diminished by the existence of these gaps. No other State moneys except those provided by the bond issue are now available. Unless direct appropriations are made for the State's share of the Federal Aid work, it is obvious that no improvement could be made in the very places where most needed to complete through routes.

Thus, if New York is to participate in Federal Aid, affirmative action by this Legislature is necessary, and I, therefore, recommend that it receive your careful consideration.

REPAYMENT OF ADVANCED MONEYS

In this connection, your attention is called to the fact that in 1907 the Legislature authorized the State to advance the county's share of the cost of county highway improvement, the counties to repay such advances at the rate of two per cent per year for fifty years, together with interest annually on the full amount advanced. Before the law was repealed twenty-one counties received advances aggregating about \$1,800,000. In order to enable these counties to relieve themselves of the excessive expense occasioned by this method, the Legislature of 1915 passed an act authorizing the counties immediately to repay their advances if they so desired. These moneys were derived from the first fifty million bond issue, and not being specifically allotted to any county by referendum,

CORNWALL.—WEST POINT, PART 1, STATE HIGHWAY No. 5498 (STORM KING), ORANGE COUNTY.

View from station 49 looking south. A traveling crane in the foreground is used in handling materials. This machine is operated by compressed air piped from a central plant for the northern $2\frac{1}{2}$ miles of the job. The compressor also furnishes the power for the drills used in blasting the rock and for operating several hoists.

Note the rock slope on the right. This particular cut is 70 feet deep.

would upon repayment go into the general highway fund, and upon appropriation by the Legislature be available for the improvement of State or county highways in any section of the State. Very few counties have as yet availed themselves of this privilege, although the total cost to the county if extended over the full fifty-year period, as will be readily seen, is extremely and unduly large. If the Act of 1915 were to be amended, and the rights to repay at any time limited to a fixed nearby date, otherwise the fifty-year period to remain in full force, it is possible that the counties interested might avail themselves of the privilege and the means thus be obtained for the improvement of a still further portion of the designated system; the work to be conducted in conjunction with the general highway plan above outlined, in connection with Federal Aid.

ALTERNATIVE METHOD OF APPORTIONING THE EXPENSE OF COUNTY HIGHWAYS

The funds required for the improvement of county highways are derived from two sources, viz: The moneys derived from the sale of the second fifty million bond issue and apportioned to the counties; and the moneys contributed by the counties. Prior to 1916, Section 141 of the Highway Law provided that the county should pay two per cent of the cost of a county highway for each one thousand dollars of assessed valuation for each mile of public highway within the county, the State paying the balance; but in no case could the county pay more than thirty-five per cent of the total cost.

Section 141-a of the Highway Law was added by the Legislature of 1916, and authorized a board of supervisors, in its discretion, to provide for the payment of fifty per cent of the total cost of a county highway, instead of the percentage which it would otherwise pay under the provisions of section 141. Of the fifty per cent thus paid in the first instance by the county, not more than fifteen per cent is borne by the town or towns within which the road is located, and the balance by the county.

It is obvious that the adoption by a county of the proportion of payment authorized by section 141-a increases considerably the amount of county highways which may be improved in such county

by State aid; and the adoption by all counties of this basis would result in the improvement of another substantial portion of the designated system of county highways. Some counties have adopted the fifty per cent basis, and as the department is informed the subject is under careful consideration by boards of supervisors in other counties; and it is not improbable that, as the results which can thus be obtained become more widely known, advantage will be quite generally taken of this alternative method.

CONVICT LABOR

The Legislature of 1916 appropriated fifty thousand dollars for use in the employment of convict labor in the improvement of roads other than those to be improved as State or county highways under the bond issue.

In order to secure co-operation in this work the local authorities have been required to furnish a camp site, free of charge, also road building machinery, road making material, and a donation in money, either from town funds or by private subscription, the amount of the donation varying, according to the conditions, from five hundred to five thousand dollars per road, depending upon the class and quality of the road to be built. The total contributions thus made aggregate approximately sixteen thousand dollars. Nine different projects were taken up for improvement, the roads being those selected by the State Highway Department. The convicts employed were taken from the prisons most accessible to the roads upon which the work was performed. In addition to their employment in this manner, the convicts were also employed in the work of maintenance and repair of State and county improved highways, under the law authorizing their use for that purpose, the cost of maintenance while so employed being taken from the regular appropriation for maintenance and repair of improved highways.

About sixteen per cent of the average population of Great Meadow Prison was employed on road work during the summer season; about six and one-half per cent from Dannemora Prison; about thirteen per cent from Auburn Prison; and about one and one-half per cent from Sing Sing, making about nine per cent of

**CORNWALL--WEST POINT, PART 1, STATE HIGHWAY NO. 5498 (STORM
KING), ORANGE COUNTY.**

This photograph was taken from station 54, looking north. Breakneck Mountain, on the right, is across the river. The sandy slope on the left was used by the engineers to ascend the adjacent ledge. The slope is terminated at the extreme left of the picture by a precipitous rock ledge over 100 feet high, the ascent of which was made by means of rope. During the early part of the survey work this "trail" was the only means of access to the ledges for a quarter of a mile north and all survey material had been carried over it.

the total population of the four prisons employed during the season.

This is the first time in the history of the State that this work has been carried on to such an extent, or with such satisfactory results. The character of the work performed has been highly satisfactory, the new roads which have been built being ample for the localities and the traffic which they will receive. No complaints have been made by citizens living in the vicinity of the camps, and with the exception of some minor cases of disobedience, which were promptly dealt with by the convicts being returned to the prison, it may be said that the discipline was well maintained. The improvement in the physical welfare of the men was very noticeable, and as many of the convicts were short term men, and their period of imprisonment was soon to expire, they were enabled to obtain employment immediately and become self-supporting, due largely to their improved physical condition.

Encouraging as the results have been, both in the construction work on town highways and in the maintenance work on State and county highways, yet it is the opinion of this Department and of the Prison Department as well, that the experience of the past year will be of great aid toward attaining more satisfactory results during the present year. The Superintendent of Prisons has given the subject much study, and a number of conferences have been held between the Department of Prisons and the Department of Highways in regard to the prosecution of the work undertaken. The two departments have worked in harmony and have been in accord as to all the problems involved. Our experience has shown that the present statutes authorizing the use of prison labor on road work need some minor alterations, in order to permit of a more efficient administration, and this Department will coöperate with the Prison Department in recommending such amendments, believing that the work accomplished during the past year, while beneficial, can be made to result in still greater benefits in the future.

MAPS

In 1916 the Department for the first time prepared and distributed a map of the State which showed thereon all of the State and county highways already constructed, and in addition thereto

showed the improved county roads and town roads. This was issued on May 15th, and showed all the roads or portions thereof completed and ready for use at that time, so as to be of the maximum value to users of the public highways during the summer season. The Department feels that the use of the map, which was quite general throughout the State, proved that it was of considerable value to the traveling public; and it is the intention of the Department to issue a similar map for the present year, adding thereto all of the mileage ready for use up to May first.

MOTOR TRUCK AND MOTOR BUS TRAFFIC

Last year your honorable body passed an act which became a law, appointing a commission consisting of the State Commissioner of Highways, the State Engineer and Surveyor, and the State Superintendent of Public Works, to establish a schedule of registration fees for motor vehicles used as omnibuses for the transportation of passengers and of motor vehicles, commonly known as auto trucks, for the transportation of merchandise. That commission, in accordance with the act, determined upon a schedule of fees, and the same was filed as required by law prior to January 1, 1917. The report of that commission draws the attention of the Legislature to the conditions which, as the result of its investigations, were found to exist; and suggested that proper laws should be enacted regulating such traffic. The experience of the highway commission is that the highways of the State under its charge are yearly requiring an increased amount for maintenance and upkeep, due partly to the increased mileage and partly to the heavier traffic which they sustain. Much of the maintenance cost is occasioned by the severe use to which the roads are subjected by motor trucks and motor omnibuses. A considerable portion of the improved roads of the State was constructed before this heavy traffic appeared. Such traffic is becoming heavier each season, and it is of the utmost importance to the State, if the large investment it has already made is to be properly conserved, that some well defined and reasonable regulations be prescribed. The evidence obtained by the commission upon which to establish registration fees showed that the makers and users of motor trucks

CORNWALL-WEST POINT, PART 1, STATE HIGHWAY No. 5498 (STORM KING), ORANGE COUNTY.

Station 58 looking north towards Storm King Mountain. This photograph shows a stretch of newly constructed guard wall, also the compressed air pipe and temporary track. The former carries the air to the various rock drills and cranes and the latter transports the broken rock after blasting.

and motor omnibuses recognized the need for such proper regulation, and offered to co-operate in bringing about such a result.

In this connection, attention is called to the fact that many of the counties and towns in the State have been and are now building roads at their own cost and expense. These improved county and town roads, which act as auxiliaries to the main system of improved State and county highways, exceed in mileage the total mileage of such improved State and county highways built by State aid. The improved county and town roads, while adequate for the traffic for which they were designed, are generally of a lighter type than the State and county highways constructed by State aid, and their life is seriously imperilled by the imposition of the kind of traffic above referred to.

Motor traffic is increasing with such rapidity that it seems clear that something should be done by the present Legislature in the way of enacting laws for such regulation, or by amending the existing laws which in their present form are inadequate.

MAINTENANCE AND REPAIR

The problem of the maintenance and repair of the system of improved State and county highways is as important and in many respects more complicated and difficult at this time, than heretofore. A road, when built, is designed to carry the traffic which, so far as can be determined, will pass over that road. The traffic conditions, however, do not prove to be fixed, either in character or extent. Vehicular traffic of a kind and to a degree not contemplated when many roads were constructed, constantly changing in variety of type and always increasing in extent, presents extremely difficult questions in connection with every detail of this branch of the department work.

During the past season 170 contracts were awarded for reconstructing, resurfacing, etc., aggregating \$2,180,872. In addition, there was expended for labor and material on work done by department forces \$2,112,830, making the total expenditure during the year 1916-17 for maintenance and repair of completed and accepted State and county highways \$4,293,702.

The details of this expenditure, with a careful and thorough analysis of the cost for different types, is fully set forth in the

report of the Second Deputy, in charge of maintenance and repair, which forms a part of the Annual Report of this Department, reference to which is respectfully requested.

TOWN HIGHWAYS AND COUNTY ROADS

When the first appropriation was made, in 1898, for State aid in improvement of a system of main market roads, a law was also enacted providing for State aid to towns, to be used solely in the improvement of town highways, which would become auxiliaries to the main system of improved highways.

The moneys thus contributed by the State, as well as those raised by the towns themselves, are expended by the town authorities, but under the supervision and control of the State Department of Highways. It was thus found possible to formulate and develop a definite and comprehensive plan, under which work has steadily progressed from year to year. The results obtained, while possibly not so generally recognized as is the case in the improvement of the State and county highways, are, nevertheless, of very great importance considered in connection with the plan of highway improvement throughout the entire State, and are worthy of careful consideration.

Ten thousand six hundred eighty-five (10,685) miles of town highways have been improved, as follows:

	Miles
Town macadam road	4,483
Town gravel road	6,190
Town concrete road	12
	<hr/>
	10,685
	<hr/>

While these roads are not of the high type of construction of the State and county highways, yet they are entirely adequate for the purpose for which they are intended, viz., as auxiliaries to the main system, and as such their value can not be exaggerated. The extent of the mileage thus improved is also significant, as it exceeds that of the combined State and county system thus far

improved, and is increasing at the rate of approximately eight to nine hundred miles per year.

Important and useful as the improved town highways are to the population residing adjacent thereto, yet it is a fact that their value is equally as great to the residents in cities and villages, which ultimately receive the major portion of the products raised on farms and transported to market over these rural routes. Any improvement, as the result of which economy and speed are obtained in transportation conditions, equally benefits both the producer and the consumer. The value of the main market thoroughfares, consisting of the system of improved State and county highways which leads directly to the cities and larger centers of population, is enormously enhanced by the fact that such system is closely connected with the producer by means of town highways, which latter are in their turn enhanced in value by thus being enabled to serve not only the local needs, but the wider requirements.

The magnitude of town highway improvement is shown by the fact that the total amount available in 1916, in the 932 towns, for highway, bridge, machinery and miscellaneous purposes, is \$9,295,278. Included in this amount is \$3,500,000 which the towns were obliged to raise by tax levied and collected on property outside of cities and incorporated villages, in order that the towns might secure from the State a contribution from the general State treasury of \$1,950,575. The cost to each taxpayer in the State as his share of this State contribution is only 16 $\frac{8}{10}$ cents for each \$1,000 of taxable property; and for this sum the direct benefits derived by all citizens of the State, both rural and urban, are obtained as above outlined.

The impetus which has been given to all classes of road improvement during recent years is indicated by the work which is being undertaken in many counties at the sole expense of the county, under Sections 320 and 320-a of the Highway Law. Seventeen counties, acting under these sections, have constructed at their own expense a total of five hundred seventy-five (575) miles of improved road, mostly of macadam type, and there is every indication that many other counties will soon be working along similar lines.

The total mileage of all types of improved road throughout the State, on January 1, 1917, was:

	Miles
State and county highways.....	6,434
Town highways	10,685
County roads (Section 320, 320-a).....	575
County roads (Special Acts).....	521
	<hr/>
Total	18,215
	<hr/> <hr/>

The total of the so-called public highways in New York State is 79,398 miles. This figure is possibly somewhat misleading. It includes every description of road, many being little better than by-paths or lanes; many situated in the most remote regions and traffic over these has always been inconsiderable. The construction of improved State and county highways, town highways and county roads, has also diverted traffic in many regions to such an extent that many roads, once heavily traveled, now have but little, if any, use. It is estimated that the major portion of the traffic throughout the State is now borne by approximately 61 per cent of the total mileage; in other words, the total mileage of generally used roads would not exceed approximately 50,000 miles, and 36 per cent of this mileage has been improved.

Respectfully submitted,

EDWIN DUFFEY,

State Commissioner of Highways.

CORNWALL--WEST POINT, PART 1, STATE HIGHWAY NO. 5498 (STORM KING), ORANGE COUNTY.

Station 64 looking east, showing retaining wall in process of construction. When completed the road surface will be about 40 feet above the wall shown.

REPORT OF FIRST DEPUTY

DEPARTMENT OF CONSTRUCTION

ALBANY, N. Y., *January 1, 1917.*

Hon. EDWIN DUFFEY, *Commissioner of Highways.*

SIR.—514.68 miles of road built are not a fair gauge of the work of the Highway Department during 1916. With deference to the conventions of annual reports, we present the figures—more, we emphasize them by pointing the contrast with the far better showing of 1915.

	1915	1916
Actually completed and accepted during the year.....	758 61	514 68
New contracts let during year.....	983 78	635 87
There were officially under contract December 31st	1,310 98	1,435 65
Physically completed, but not accepted, estimated, December 31st..	532 00	530 00

Of the amount placed under contract, the following will give the mileage of each type put under contract:

	1915	1916
Waterbound	352 56	34 83
Waterbound, surface application.....	148 28	260 93
Bituminous macadam (penetration method)	336 06	200 74
Bituminous macadam (mixing method)	2 20	1 76
Brick	29 52	12 52
Cement concrete	100 51	123 93
Miscellaneous	14 65	1 16
Total	983 78	635 87

Why is there this difference?

Wherein has the energy of the Department been expended?

Have we any real achievement to show for the year's work?

The Department this year has worked with an energy, an enthusiasm, and a fine spirit of cooperation that have overcome many of the obstacles that have impeded us. Some were beyond it: the scarcity of labor; the lack of supplies; the reluctance of contractors to undertake work with materials and workmen constantly increasing in cost, and growing uncertain at any price; the inefficiency of such labor as could be obtained; and the caution of bonding companies in assuring new work.

So potent were these factors, so alarming the failure of many contractors, that during the latter part of 1916, we advertised carefully prepared contracts for which we received not a single bid. Obviously, we could not proceed with the work.

Often, when the contractor failed after having started a piece of work, we sent our own forces upon it to put it into such temporary shape as would make it available for the public, placing the charge for such work against the contract funds. The inconvenience to the public caused thru work abandoned by contractors, and left unfinished, we have regretted and done our utmost to mitigate.

As an indication of the increased cost of labor and materials I append two tables. The first table shows the average cost per mile of 16-26 ft. highways exclusive of engineering and advertising. These prices are computed on the prices bid in awarded contracts so that they exactly represent conditions as viewed by the contractors, many of whom, however, in making these bids, did not allow sufficiently for the rising prices of labor and materials. That they did not, is best evidenced by their financial failure.

The second table shows relative prices of brick, cement and broken stone for the years 1914, 1915 and 1916, with the percentage of increase. This does not show an increase to so large an extent as the bid prices, for in many cases much of this material was sold under contracts which were made early in the year. It is safe to assume that with the beginning of a new season material

CORNWALL--WEST POINT, PART 1, STATE HIGHWAY No. 5498 (STORM KING), ORANGE COUNTY.

View taken on Crow Nest Mountain (Station 122) looking north. An earth cut is shown in the foreground and a rock cut in the background. Below are seen the West Shore tracks and Hudson river.

men either will provide for an increase, or will refuse to make future contracts and sell their materials more nearly on a month to month basis.

From these two tables an average has been struck, and the percentage of increased cost given. This is not indicative in any way of what conditions are at present. It simply shows the increase through 1916. With each letting there seems to be a corresponding increase in the unit prices bid and in order to let work it has become necessary to increase prices materially over the current estimated prices for the year 1916.

TABLE SHOWING AVERAGE COSTS PER MILE OF 16'-26' HIGHWAYS EXCLUSIVE OF ENGINEERING AND ADVERTISING

COUNTIES	1914					1915					1916				
	WB. Mac.	WB. Surf.	Bit. Mac.	F Con.	Brick	WB. Mac.	WB. Surf.	Bit. Mac.	F Con.	Brick	WB. Mac.	WB. Surf.	Bit. Mac.	F Con.	Brick
Albany.....	\$12,806	\$16,915	\$17,108	\$19,596	\$27,900	\$8,682	\$9,950	\$10,934	.....	.....	.....	\$12,976	\$8,146	\$14,640	\$29,604
Allegheny.....	12,086	.....	10,454	.....	24,359	.....	.....	10,682	.....	20,721	.....	10,469	12,764	.....	.....
Broome.....	12,056	.....	14,564	.....	23,504	9,112	10,368	.....	14,789	27,514	.....	.....	14,073	.....	.....
Cattaraugus.....	.....	.....	.....	15,187	27,936	12,806	.....	.....	14,099	25,810	.....	.....	.....	16,250	.....
Cayuga.....	.....	10,762	10,319	.....	.....	.....	.....	12,103	.....	20,969	.....	.....	20,646	12,808	.....
Chautauque.....	13,406	.....	.....	14,601	23,431	.....	.....	.....	14,324	24,478	11,706	.....	.....	17,479	26,575
Chemung.....	.....	.....	.....	.....	25,484	11,696	8,049	10,656	.....	.....	.....	11,651	13,272	.....	21,793
Chenango.....	12,392	.....	.....	.....	23,721	.....	.....	.....	.....	.....	.....	.....	15,776	.....	.....
Clinton.....	9,664	.....	10,294	.....	.....	7,613	.....	.....	.....	.....	.....	.....	11,771	.....	.....
Columbia.....	11,114	.....	.....	.....	.....	9,052	.....	9,372	13,456	.....	.....	.....	16,092	.....	.....
Cortland.....	12,065	.....	12,751	.....	23,128	12,682	.....	14,119	.....	29,720	13,140	.....	.....	.....	.....
Delaware.....	12,491	.....	14,448	.....	.....	.....	.....	11,657	.....	.....	.....	11,461	.....	.....	.....
Dutchess.....	.....	.....	13,899	.....	34,022	10,327	10,362	.....	.....	.....	.....	.....	13,809	.....	.....
Erie.....	13,925	.....	15,601	14,177	23,749	9,497	12,968	.....	14,088	26,261	11,398	.....	12,749	16,027	34,098
Essex.....	12,512	.....	14,004	.....	.....	.....	9,920	10,569	.....	.....	.....	.....	.....	18,495	.....
Franklin.....	.....	.....	13,079	.....	22,486	.....	.....	10,891	.....	.....	.....	.....	14,069	.....	.....
Fulton.....	.....	.....	12,761	.....	.....	.....	9,829	11,121	.....	.....	.....	11,466	12,854	.....	31,415
Genesee.....	.....	.....	8,392	.....	.....	9,425	8,575	.....	.....	.....	10,600	10,091	12,934	.....	.....
Greene.....	8,715	.....	11,912	.....	.....	.....	.....	10,365	.....	.....	.....	.....	11,923	.....	.....
Hamilton.....	13,756	.....	.....	.....	.....	.....	11,104	.....	.....	.....	.....	18,785	17,476	.....	.....
Herkimer.....	9,546	9,176	11,644	15,547	.....	7,668	8,827	9,746	.....	.....	.....	11,642	.....	.....	.....
Jefferson.....	8,756	.....	11,033	14,731	27,828	.....	9,042	10,253	12,766	26,448	.....	.....	11,719	.....	30,007
Lewis.....	.....	.....	11,524	12,754	24,658	.....	.....	10,285	14,494	.....	.....	.....	.....	.....	.....
Livingston.....	9,671	.....	.....	.....	.....	.....	10,427	.....	.....	21,545	14,496	12,610	.....	18,279	.....
Madison.....	8,467	.....	11,228	11,063	.....	8,924	8,049	.....	.....	.....	8,246	10,893	.....	.....	.....
Monroe.....	7,711	10,468	.....	13,648	22,314	.....	9,550	.....	.....	21,446	.....	10,693	13,007	15,229	.....
Montgomery.....	.....	.....	.....	.....	.....	.....	9,937	.....	.....	.....	.....	10,873	.....	.....	.....
Nassau.....	.....	.....	.....	10,109	.....	.....	.....	.....	14,637	.....	.....	.....	.....	.....	.....
Niagara.....	13,026	.....	.....	14,654	25,586	.....	.....	.....	12,528	21,164	10,470	.....	12,499	13,575	.....
Oneida.....	9,361	.....	12,549	11,390	.....	9,511	8,426	.....	.....	22,996	8,281	11,771	.....	13,137	30,919
Onondaga.....	13,045	8,946	14,356	13,422	24,067	.....	.....	13,261	11,308	20,975	.....	11,539	.....	13,550	21,735
Ontario.....	.....	.....	21,744	.....	27,676	.....	9,312	8,995	.....	.....	.....	.....	.....	.....	.....
Orange.....	.....	.....	.....	.....	24,476	.....	10,652	10,074	.....	.....	.....	.....	11,376	9,715	18,341
Orleans.....	.....	.....	.....	12,996	.....	10,204	9,049	9,720	.....	.....	.....	.....	.....	.....	27,111
Oswego.....	.....	.....	14,941	12,508	26,518	.....	10,606	8,583	.....	.....	.....	14,001	11,672	.....	.....

STATE COMMISSIONER OF HIGHWAYS

[illegible]

***TABLE SHOWING RELATIVE PRICES OF BRICK, CEMENT AND BROKEN STONE**

	1914				1915				1916			
	Brick	1/2" Stone	1 1/2" Stone	Cement	Brick	1/2" Stone	1 1/2" Stone	Cement	Brick	1/2" Stone	1 1/2" Stone	Cement
Cost.....	\$20 88	\$1 09	\$0 99	\$1 58	\$20 88	\$0 96	\$0 88	\$1 36	\$21 02	\$1 00	\$0 90	\$1 72
% decrease, 1915-1914.....	11.9	11.1	13.9	.....	.....	.....	.....
% increase, 1916-1915.....	15.9	4.2	2.3	26.5
% increase, 1916-1914.....	8.9
% decrease, 1916-1914.....	8.3	9.1	.....

Such drawbacks explain the decrease in completed mileage. To combat them in the miles that we have built has consumed enough energy to have produced double the product under normal conditions. In spite of that drain, the Department has developed along other lines.

PREPARATION OF MAPS

The work that has been done on maps is significant at this time, when exact knowledge of the detail of all our highways is an essential factor in military preparedness. We have made an engineering review of approximately 1,000 miles of highway plans and are thoroughly informed of their possibilities for military traffic. Beside this, in connection with the 219 new construction contracts and the 160 repair contracts advertised, we have surveyed and made blue-print maps and plans in great detail of 2,666 miles of work.

There have been maintained and kept up to date seventeen complete sets of highway maps of the State. These are being amplified by a map for use in the Department that shows every type of road in different colors.

It is pleasant to note that the two maps prepared last year for public distribution have been much used and have received many favorable comments.

There were mounted on muslin 227 U. S. G. S. sheets as folders and flat; 67 county maps from U. S. G. S. sheets and 30 miscellaneous.

PLANS AND ESTIMATES

Closely related to the work on maps is the preparation of plans and estimates.

Our aim, in conformance with your policy, is to plan our work so as most nearly to complete the important links in the State and county system. You have made general plans towards this end for the use of Federal Aid moneys. With your approval we have tried to build such new roads as were either part of important routes like the Storm King Road, or else important connecting links like the Malone-Chateaugay Road. We have also tried to design these roads with the greatest economy compatible with good service so that, even at the sacrifice of an occasional

CORNWALL-WEST POINT, PART 1, STATE HIGHWAY NO. 5408 (STORM KING), ORANGE COUNTY.

View from station 127 looking south. Showing movable derrick and hoist used in building this section; also the enormous boulders. About $\frac{1}{2}$ mile of the road is being built through this material.

advantage to an individual piece of work, we might stretch our funds as far as possible toward the completion of the entire system. For, with you, we believe that a completed system of roads serving all parts of the State, will be of more profit to the people of any given community than an isolated stretch of elaborately built pavement that terminates with their own dooryards.

We want to design the type of pavement best adapted to each piece of work. Therefore, we have made special studies of the present and future requirements of traffic, and of conditions of climate and soil in their relation to highways. We have supplemented these studies by analyses of the inadequacies of past work and of the causes of winter break-ups. A survey has been made of every break-up on every State road. Ninety per cent of these break-ups naturally occur on the older roads built prior to 1913. All together they make an appalling total equivalent to 85 miles of 16-foot pavement.

These studies have influenced our designing, we hope with the effect of securing better construction work at less proportionate expense.

MATERIAL SURVEY

The more we study the results of past highway work, the more strongly do we emphasize the importance of materials as a factor in success.

We have amplified our former material surveys and have made many special examinations in order to have exact information in regard to materials and their sources of supply. In the past few years there have been many cases in the Court of Claims which have arisen from ambiguity in specifying materials, and it has been our endeavor to comprehend this phase of our work so thoroughly that we could revise our specifications with an absolute precision that would preclude all possibilities of misunderstanding. We have applied this intensive study of materials to every practical method of design that would show a saving in the ultimate construction work.

The work of the survey has been carried out by making preliminary material surveys on proposed roads for the purpose of estimating and providing the type which we believe will be not only adequate for present traffic but remain equal to the ad-

ditional traffic invited by the improvement. We have of course been influenced when selecting the type not only in the first cost of construction but also in the cost of maintenance and renewal. Seventy-two special inspections of this kind were made during the year by the head office forces. We also made continuous inspection of materials on highways under construction with more co-operation and better understanding from the individual engineer on the work than ever before. The efficacy of this material inspection is shown not only by the high quality of the completed roads but also by the fact that during the year there were rejected approximately 3,000 cubic yards of stone, 1,125 cubic yards of slag, 125 cubic yards of gravel, 1,450 cubic yards of sand and 100 cubic yards of screenings. So many rejections of dirty materials have made the sources of commercial supply realize that they must furnish us with what our specifications require. Thereby better construction has been secured, and the work benefited.

The permanent contribution to the Department's knowledge about road building made by the material survey has encouraged further research.

RESEARCH WORK

We must have a more durable type of construction in many sections of the State, and we must have it at reasonable cost. The concrete road is durable and economical, so we have been specifying a large amount of it. In order that this type of pavement be successful, it is absolutely necessary that the sand to be used in the concrete come up to certain standards. Sand of good appearance often fails to meet these standards because it contains deleterious matter. We have been trying to determine just what this is. As such sand occurs mainly in heavily wooded areas where tannic acid exuded from the hemlock trees exists in the top soil and may seep to the sand below, we are trying out the theory that it is tannic acid that kills the cement action. A number of mortar cubes have been made up with the addition of various percentages of tanning liquor (containing tannic acid as a base). Enough cubes were made to be broken at 7 and 28 days; and at three, six and twelve months. The full experiment is not yet completed and will be reported in next year's work.

Good slag is essential if it is to be used in any type of pavement. The tests on slag run in the standard stone abrasion machine were not indicative of quality or comparable with different qualities of stone. It was learned that the material worn from the sample during the test filled the corners of the closed pot, and as soon as sufficient material had accumulated, a cushion was formed which greatly reduced the abrasion.

We designed a new pot to remedy this condition. This is of the same size and shape as the standard pot, but it is slotted at intervals to allow the worn-off material to escape and to prevent cushioning. This new test has been very successful in determining qualities of slag.

It has been also used in testing gravel with promising results. The aim in the gravel testing is to determine what gravel is suitable for use as coarse aggregate in concrete road surfacing. The better known gravels of the State, which have been proved successful by service test, have been tested in this machine and the results used as a standard for the judging of other gravels.

In testing gravels, several methods have been tried with charges of steel shot both in the closed and the slotted pot. So far, judging from results obtained, the most reliable method is in using the slotted pot without any charge.

The experimental work carried on with bituminous materials is always important. This year it has been along the line of emulsions, cut backs and various patching compounds for use in repair work. One result of this work was the securing of information which enabled the Department to draw a specification for an emulsion. This is believed to be the first specification published covering an emulsified asphalt. While not perfect in every respect, it has proven very satisfactory and enabled the Department to purchase approximately 700,000 gallons of material under competitive bidding, rather than under a trade name as formerly.

Closely allied to Research work is the work of the Bureau of Tests.

BUREAU OF TESTS

The annual cost of testing, including the necessary field, experimental and research work, and the routine checking of the kind

and quality of materials that will go into the work, costs us about \$40,000 per year. This is about .4 of one per cent of the total amount of the money expended by the Department. It is cheap insurance on our work, for bad results from one or two pieces of work done without testing might be more costly to the State than the expenses of the laboratory for a whole year. Moreover, through the methods and practices in this Bureau, we are enabled every year to keep many cases out of the Court of Claims.

In 1916 the Bureau of Tests had 32 employees during the construction season, while between seasons it had a force of about 24 men. There were 1,265 samples of bituminous materials tested; 150 samples of paint materials, and 17 samples of miscellaneous materials not bitumens, making a total of 1,432 samples for chemical analyses.

There were inspected about 15,000,000 gallons of bituminous material of which 12,000,000 gallons were actually shipped. Our inspectors superintended shipments of bituminous materials from plants located in the following places:

State of New Jersey

Bayonne

Warners

Maurer

Shadyside

State of Maryland

Baltimore

State of Pennsylvania

Philadelphia

Marcus Hook

State of New York

Brooklyn

Hastings-on-Hudson

Brick. Last year there were 71 samples of brick tested in our laboratory. In addition to this some interesting experimental tests were also made. A series of rattler tests were made to ascertain the effect of various shot charges, and also to determine the severity of the first few hundred revolutions as compared with those when the test is nearing completion.

From the accompanying tabulations and curves it is readily discernible that the brick show the greatest wear in the early stages of the test, which is to be expected because of their edges and corners. As the test progresses this loss becomes less and

less per hundred revolutions, until at the end of 800 or 900 revolutions it is practically constant. This would seem to indicate that a prescribed test of say 1,000 revolutions would be sufficient.

In these tests the standard brick charge was used, and the abrasive charge was varied as indicated. Where large shot only was used, the abrasive charge consisted of 10 shot or 75 pounds and where small shot only was used, 225 pounds.

TABLE N

ABRASIVE LOSS IN RATTLER PER HUNDRED REVOLUTIONS FOR
VARIOUS ABRASIVE CHARGES

REVOLUTION (HUNDREDS)	LIGHT BURNED				HARD BURNED			
	Stand- ard charge	Small shot only	Large shot only	No abrasive charge	Stand- ard charge	Small shot only	Large shot only	No abrasive charge
1.....	3.80	3.84	5.74	4.60	3.17	3.33	6.67	4.32
2.....	2.20	2.59	4.56	3.83	1.93	2.38	2.66	2.89
3.....	1.43	1.24	2.60	1.52	1.92	1.24	2.57	1.43
4.....	1.14	1.15	1.90	1.40	0.98	1.00	2.20	1.61
5.....	0.95	1.48	2.20	1.00	0.94	1.09	1.40	0.90
6.....	1.24	0.90	1.40	0.95	0.96	0.77	2.40	1.00
7.....	1.14	1.00	1.00	0.95	0.70	0.49	1.40	0.75
8.....	0.90	1.20	1.00	0.95	0.70	0.50	0.70	0.85
9.....	1.00	0.70	0.90	0.60	0.70	0.60	0.70	0.75
10.....	0.70	1.00	1.00	0.60	0.80	0.60	1.50	0.80
11.....	0.70	0.70	0.90	0.60	0.60	0.40	0.90	0.75
12.....	0.80	0.70	1.00	0.70	0.90	0.50	0.50	0.60
13.....	0.70	0.80	0.90	0.70	0.60	0.40	0.50	0.50
14.....	0.70	0.60	0.70	0.65	0.50	0.50	0.50	0.45
15.....	1.00	0.70	0.70	0.55	0.50	0.50	0.40	0.45
16.....	0.60	0.70	0.90	0.50	0.40	0.40	0.70	0.35
17.....	0.80	0.50	0.80	0.60	0.80	0.50	0.50	0.35
18.....	0.50	0.50	0.80	0.50	0.50	0.50	0.80	0.55
19.....	0.90	0.50	0.60	0.70	0.60	0.50	0.60	0.30
20.....	1.30	0.70	1.00	0.60	0.50	0.50	0.50	0.45
21.....	0.60	0.60	0.70	0.45	0.50	0.30	0.60	0.50
22.....	0.70	0.60	0.70	0.65	0.50	0.40	0.80	0.50
23.....	0.70	0.80	0.50	0.60	0.50	0.50	0.70	0.40
24.....	0.70	0.50	0.80	0.50	0.50	0.54	0.40	0.45
25.....	0.50	0.50	0.60	0.35	0.30	0.20	0.80	0.30

TABLE M

ACCUMULATIVE LOSS IN RATTLER, FOR VARIOUS ABRASIVE CHARGES

REVOLUTION (HUNDREDS)	LIGHT BURNED				HARD BURNED			
	Stand- ard charge	Small shot only	Large shot only	No abrasive charge	Stand- ard charge	Small shot only	Large shot only	No abrasive charge
1.....	3.80	3.84	5.74	4.60	3.17	3.33	6.67	4.32
2.....	6.00	6.43	10.30	8.43	5.10	5.71	9.33	7.21
3.....	7.43	7.67	12.90	9.95	7.02	6.95	11.90	8.64
4.....	8.57	8.82	14.80	11.85	8.00	7.95	14.10	10.25
5.....	9.52	10.30	17.00	12.35	8.94	9.04	15.50	11.15
6.....	10.76	11.20	18.40	13.30	9.90	9.81	17.90	12.15
7.....	11.90	12.20	19.40	14.25	10.60	10.30	19.30	12.90
8.....	12.80	13.40	20.40	15.20	11.30	10.80	20.00	13.75
9.....	13.80	14.10	21.30	15.80	12.00	11.40	20.70	14.50
10.....	14.50	15.10	22.30	16.40	12.80	12.00	22.20	15.30
11.....	15.20	15.80	23.20	17.00	13.40	12.40	23.10	16.05
12.....	16.00	16.50	24.20	17.70	14.30	12.90	23.60	16.65
13.....	16.70	17.30	25.10	18.40	14.90	13.30	24.10	17.15
14.....	17.40	17.90	25.80	19.05	15.40	13.80	24.60	17.60
15.....	18.40	18.60	26.50	19.60	15.90	14.30	25.00	18.20
16.....	19.00	19.30	27.40	20.10	16.30	14.70	25.70	18.55
17.....	19.80	19.80	28.20	20.70	17.10	15.20	26.20	18.90
18.....	20.30	20.30	29.00	21.20	17.60	15.70	27.00	19.45
19.....	21.20	20.80	29.60	21.90	18.20	16.20	27.60	19.75
20.....	22.50	21.50	30.60	22.50	18.70	16.70	28.10	20.20
21.....	23.10	22.10	31.30	22.95	19.20	17.00	28.70	20.70
22.....	23.80	22.70	32.00	23.60	19.70	17.40	29.50	21.20
23.....	24.50	23.50	32.50	24.20	20.20	17.90	30.20	21.60
24.....	25.20	24.00	33.30	24.70	20.70	18.40	30.60	22.05
25.....	25.70	24.50	33.90	25.05	21.00	18.60	31.40	22.35

A number of tests were made on 3-inch paving brick in order to compare them with the 4-inch brick, especially in regard to abrasive loss. This was done because of the fact that the brick manufacturers maintain that a greater tolerance in the abrasive loss should be allowed on the 3-inch brick, but as our tests show that all except the brick of one company came well within the limits of our specification we have not changed it in any way.

Cement. During the year 1916, there has been evolved a new test for cement by a joint committee composed of the American Society for Testing Materials, the United States Government Departmental Committee and representatives from the American Society of Civil Engineers. This specification will be of great advantage for it is being put into general use as standard

CORNWALL--WEST POINT, PART 1, STATE HIGHWAY No. 5498 (STORM KING), ORANGE COUNTY.

A near view showing how the retaining wall is built. Note how the wall stones are "dovetailed" or "tied" into the rough pile of rocks back of them.

throughout the United States and since it meets our conditions we have adopted it for our laboratory work beginning January 1, 1917.

Of the amount of cement tested during the past three years, the following percentages failed to meet the specifications and were rejected:

1914	11.50%
1915	8.63%
1916	1.40%

From this you can see that the cement companies realize what our requirements are and are doing everything possible to conform to them. Even had this 1.40% that failed been used in the work, no serious results would have occurred; one-half of it was rejected for failure on the 200 mesh sieve requirements, which would not have injured the cement for our work, and the other half was rejected because of flash set. The latter, in all probability, would have been aged enough by the time it reached the job to have passed this test.

Concrete cubes. The following tabulation is given to show the average compression on 6-inch cubes cast in the field during 1916, and tested at twenty-eight days:

Mix	Kind of coarse aggregate	Compression lbs. per sq. in.	No. of cubes
1-1½-3	Stone and gravel (average of all cubes)	3370	504
1-1½-3	Stone	3380	445
1-1½-3	Gravel	3080	48
1-2½-5	Stone	2180	54
1-2½-5	Gravel	2040	82
1-2½-5	Slag	2060	26
1-3-4½	Slag	2345	29

Of all cubes submitted for test, 13.25% showed a compression below the average for the class of concrete they represented, allowance being made for cubes cast and cured during cold weather.

All cubes showing compression below the average were examined for defects which are tabulated as follows:

	Per cent	
	1916	1915
Coarse aggregate coated.....	61.9%	35.0%
Fine aggregate containing an excess of loam or made up of excessively fine grained sand	25.7%	43.9%
Coarse aggregate of poor quality.....	6.2%	8.2%
Poor manipulation in making cubes.....	6.2%	16.9%

The results of the 1915 work are given to show the comparison with the 1916 work.

It may be interesting to note that 46.3% of the cement used this year was manufactured and shipped by New York state mills; 50.2% by Pennsylvania mills and the balance by mills located in New Jersey.

A summary showing the number of analyses made on various materials during the past year follows:

Chemical tests.....	1,432
Brick tests	71
Cement tests	498
Concrete cubes	851
Gravel and sand.....	734
Stone tests	551
<hr/>	
Total	4,137
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Whenever the character of the test permits, we try to make it in the laboratory so that it may be duplicated in the field. We want the laboratory work in such a way to be significant to the man on the job, and as far as possible we want its results checked up by him. The success of any piece of work depends upon the field man; in every case his personality helps determine the results. It has been our policy to put him in line with our tests, practices, etc., so that his interest and cooperation will show most profitably in the work. All of our men, from the engineer in charge of the road up, are instructed in all the tests and methods

STATE HIGHWAY No. 5498 (STORM KING), ORANGE COUNTY.

Showing a portion of the retaining wall and guard wall under construction, also traveling crane used in the work.

of inspection and they complete them on every inspection of the work.

The work of the Bureau of Tests has had direct influence upon the highways we were building, and upon all of our construction work, both in instructing our men and in determining materials.

CONSTRUCTION WORK

Of interest under this heading are four special construction features, which present unique difficulties and methods.

The Storm King road and the Rondout Bridge are the only serious gaps now in the completed route along the west shore of the Hudson from New York to Albany. We hope to have them both finished this year.

1. *Storm King.* This work was started in the summer of 1915, and progressed up until October 2, 1916, when difficulties arose between the contractor and the State. At this time about 32% of the work had been completed. Work was resumed again on January 26, 1917, with the same contractor, and if favorable conditions maintain, it should be well advanced during the coming season.

Many of the difficulties of constructing this road, which were deemed almost unsurmountable, have already been overcome with the completion of the real pioneer work at the most dangerous points along the route. The main delay in the work has been due to the fact that an injunction was served against the contractor on account of the blocks of stone from the blast rolling down and being deposited on a certain piece of property not owned by State or county. It is now believed that this injunction will be settled so that the contractor will no longer be balked at this point in his work.

2. *Rondout Bridge.* In asking for bids for this piece of work, it was found that the tremendous increase in the price of steel had made our estimate for the work too low. As these prices were exorbitant, and as it would take a year or more to construct the foundations and piers themselves, it was thought wise to let the work for the piers and foundations up to elevation twenty-five. Then, when this work should have been completed, the work of the super-structure could be let with a saving to the State from

any reduction in the price of steel that might have occurred meantime. The work to date is about 20% completed and should be finished the latter part of this construction season, when bids for the super-structure may be advertised.

3. *Whitehall-Dresden Road, Part 2.* As this is an important link along the eastern line of the State from Whitehall to Lake Champlain, and as it will relieve the dense traffic going north via Lake George and Elizabethtown, it was considered advisable to place it under construction at as early a date as possible. Efforts were effectually made to hasten the surveys and prepare the plans and award the contract, and we expect to be building the road this season.

4. *Kaaterskill-Clove Road on Route 5-C* is a difficult section of the State Route from Catskill to Oneonta by way of Palenville, Hunter, Tannersville, etc. This road is exceedingly difficult and costly to construct and because of the shortage of labor, the contractor was unable to do only about 25% of the total work during the past season. Such progress was far from satisfactory, but it was at least a start in the right direction. This year we hope to continue the work with reasonable rapidity.

Your Deputy and Supervising Engineer and the Confidential Inspectors have kept constantly in touch with all construction work during the entire season. These inspections, together with those of the Division Engineers, and the conferences and orders that have resulted from them are of obvious value in securing for the State a better grade of work.

It has been our aim to settle all difficulties between the contractors and the engineers and to adjust the same promptly and equitably so that they would not be left undetermined and make cases for the Court of Claims to handle. Many difficulties with contractors occurred through inadequate delivery of materials. This was aggravated by actual shortage in the quarries and by lack of transportation facilities. Where it was especially necessary to complete certain pieces of work the stone quarries cooperated with us in furnishing those jobs first.

All curves have been widened in order to obviate the danger of accident on our 16-foot roads, so that in some cases for curves of small radius at the center the actual road surface is as much as

22 to 24 feet wide. We have also considered it good practice to give the outside of these curves a super-elevation in order to make easier the steering of a car, to lessen the likelihood of skidding, and to insure greater safety in taking curves at speed. In some cases such practice has been objected to as inducing people to travel round these curves at greater rates of speed, but speeding seems to be an inherent mania, unrelated to external conditions, and it is certain that banked curves lessen the casualties resulting from it.

We have, wherever possible, made level and straight approaches to all railroad crossings in order to afford greater safety. Such approaches obviate the necessity for changing speed just before crossing the tracks and they also give a better view of the tracks than could be had on a grade approach. It has also been our policy to give better sight distance by removing any high embankments in the vicinity of crossings and by cutting back the embankments around curves. In many cases additional right of way has been acquired for this purpose.

Wherever new town bridges have been necessary, we have insisted upon their being built on such alignment as would place them straight with the road.

We have increased the thickness of many of our types of pavements to provide better for the increase in motor traffic and the increase in wheel loading of the motor trucks. In order, however, that our pavements may meet these conditions there must be some form of restrictive legislation controlling the loads put upon them; otherwise the cost of constructing roads to provide adequately for the probable increases in this class of traffic may be prohibitive.

ROUTINE WORK

The public traversing the finished highway has little idea of the routine work that preceded its construction. Preparing for and supplementing the construction work just reported is the regular office work, suggested in the following summary:

There have been checked and recommended for action the usual modification resolutions changing the approved county system of highways; the preliminary resolutions requesting the construction of county highways; such village resolutions as

have been passed by the board of trustees requesting connecting links and providing for a wider pavement or a different form of construction.

During the past year there have been 219 new construction and 160 repair contracts advertised. In this connection it was necessary to make up, print, assemble and check approximately 13,150 proposals for construction and approximately 6,500 proposals for repair contracts. The 219 new construction roads represent approximately 1,932 miles, while the repair contracts represent 734 miles of work. There has been an engineering review of approximately 1,000 miles of highway plans. There were checked and approved 163 final estimates, 131 final acceptances, 134 special agreements and 26 authorizations for work.

There have been indexed all maps, tracings and data, cross-sections, etc., note books, estimates, reports on design, etc. There has also been prepared a proper description of each contract and final resolutions drawn covering the apportionment of the cost for all state and county highways. There have also been drawn modification, preliminary and village resolutions as requested by different county or village officials, and information in connection with the construction of highway work has been formulated upon personal request or in answer to correspondence.

The following figures will give the total on some of the different classes of work that were done during the year:

80,461 blue prints made;

6,453 white prints;

86,914 total.

358 sets of highway plans on cloth;

1,479 sets of highway plans on paper, each averaging
13 sheets per set;

15,896 500-foot scale prints;

11,980 cross-section prints;

8,391 right of way prints;

13,720 maintenance and repair prints;

1,010 grade crossing prints, bridge and culverts;

6,790 miscellaneous.

MALTA-SARATOGA HIGHWAY NO. 611, SARATOGA COUNTY.

In the making of all the above there were 381,504 sq. ft. of blue print paper used; 29,094 sq. ft. of cloth, and 1,470 sq. ft. of brown paper for negatives, totalling 412,068 sq. ft.

A part of the routine work of the office is the work of the following Bureaus:

BUREAU OF CLAIMS

There have been investigated during the year 1916, 547 claims for damages on account of drainage on private lands; 126 were disallowed and 421 were settled for amounts ranging from \$1.00 to \$300.00.

Four hundred and fourteen releases for drainage by open ditch and seven releases for drainage by tile pipe line on private lands have been secured during the year.

Nine agreements have been obtained covering all land taken and all consequential damages in connection with the elimination of four grade crossings on highway No. 1441, near Delhi, Delaware county.

Adjustments have been made concerning all land taken for right of way and all consequential damages in connection with the elimination of the following grade crossings:

	<i>County</i>
Cementon	Ulster and Greene
Hubbells	Delaware
Main Line	Saratoga
Forest Lawn	Monroe
Remsen	Oneida
Mamakating	Sullivan
Browns	Steuben
Prospect	Oneida
Pavilion	Genesee

GRADE CROSSINGS

There have been completed during the year twelve grade eliminations, of which six have been accepted by the Public Service Commission. The other six were completed late in the season,

and sufficient time has not elapsed for their inspection and acceptance.

During the year seven petitions were forwarded to the Public Service Commission for grade crossing eliminations on our state and county highway system, upon which hearings have been held in five cases. Of these seven petitions an order has been secured for the elimination of one, while for the elimination of three others that have been determined upon the orders will soon be issued.

The attached four tabulations will show the status of grade crossing eliminations existent December 31, 1916:

MALTA-SARATOGA HIGHWAY NO. 611, SARATOGA COUNTY

GRADE CROSSING ELIMINATIONS COMPLETED AND ACCEPTED DURING 1916

COUNTY	Town	Highway	Railroad	DATE OF			Case No.
				Petition	Order	Acceptance	
Albany.....	Bethlehem.....	Southern boulevard..	D. & H.....	April 27, 1914	May 19, 1914	Sept. 12, 1916	4268
Chenango.....	Bainbridge.....	{ 5013.....	} D. & H.....	April 16, 1914	Oct. 20, 1914	Sept. 12, 1916	4252
Jefferson.....	Watertown.....	5261.....		Sept. 17, 1914	Dec. 22, 1914	Sept. 12, 1916	4535
Oneida.....	Rensen.....	5530.....	N. Y. C.....	Jan. 27, 1914	Mar. 31, 1914	June 6, 1916	4106
Oneida.....	Trenton.....	5346.....	N. Y. C.....	Jan. 27, 1914	Mar. 31, 1914	June 6, 1916	4107
Rockland.....	Haverstraw.....	5345.....	N. Y. C.....	Nov. 13, 1913	Oct. 20, 1914	Oct. 24, 1916	3974
		5389.....	Erie.....				

GRADE CROSSINGS ORDERED TO BE ELIMINATED DURING PAST YEARS WHICH HAVE NOT BEEN COMPLETED AND
ACCEPTED

COUNTY	Town	Highway	Railroad	DATE OF		Case No.	Remarks
				Petition	Order		
Chenango.....	Afton.....	5261	D. & H.....	July 1, 1912	Oct. 20, 1914	3046	No work started.
Delaware.....	Roxbury.....	5459	U. & D.....	{ May 29, 1914 June 15, 1914	July 6, 1915	4611	Work completed but not accepted.
Delaware.....	Delhi.....	4114	O. & W.....	{ July 19, 1915 Feb. 29, 1916	July 25, 1916	5081	No work started.
Genesee.....	Batavia.....	{ 5145 5399 }	N. Y. C.....	Sept. 3, 1913	Dec. 24, 1913	3792	Work completed but not accepted.
Genesee.....	Pavilion.....	5582	D., L. & W...	July 23, 1915	Oct. 20, 1915	5088	No work started.
Greene.....	Catskill.....	5166 }	West Shore...	Jan. 30, 1914	April 28, 1914	4114	Work completed but not accepted.
Ulster.....	Saugerties.....	5169 }					
Monroe.....	Webster.....	573	N. Y. C.....	May 8, 1914	July 2, 1914	2485	Work completed but not accepted.
Niagara.....	Lewiston.....	5306	N. Y. C.....	April 30, 1912	Nov. 13, 1912	2916	Completed except pavement.
Oneida.....	Remsen.....	5346	N. Y. C.....	Jan. 27, 1914	Dec. 1, 1914	4108	Work nearly completed.
Onondaga.....	{ Salina..... DeWitt.....	672	N. Y. C.....	July 31, 1913	Nov. 26, 1913	3729	No work started.
Orange.....	Chester.....	5297	L. & H.....	Dec. 11, 1913	{ Oct. 27, 1914 June 28, 1915 }	4052	No work started.
Saratoga.....	Ballston.....	5519	D. & H.....	Sept. 3, 1914	Oct. 20, 1914	4485	Completed but not accepted.
Saratoga.....	Ballston.....	5519	D. & H.....	Sept. 3, 1914	Oct. 20, 1914	4486	Completed but not accepted.
Schenectady.....	Duanesburg.....	5551	D. & H.....	April 1, 1916	June 6, 1916	5495	No work started.
Ulster.....	City of Kingston.....	5599	U. & D.....	July 28, 1915	Oct. 26, 1915	5117	Work commenced.
Westchester.....	North Salem.....	5464	N. Y. C.....	June 30, 1913	Dec. 31, 1913	3675	Work nearly completed.

PROPOSED GRADE CROSSING ELIMINATIONS FOR WHICH PETITIONS HAVE BEEN FILED WITH PUBLIC SERVICE COMMISSION—No ORDERS ISSUED

COUNTY	Town	Highway	Railroad	PETITION		Case No.	Remarks
				By	Date		
Allegany.....	Cuba.....	5174	Erie.....	Town board.....	June 12, 1914	4675	No agreement as to method of payment.
Chenango.....	Afton.....	1171	D. & H.....	Town board.....	June 22, 1916	5641	Plans not prepared.
Cortland.....	Cortlandville..	208	D., L. & W....	D., L. & W.....	April 14, 1905	539	Plans nearly completed.
Livingston.....	Springwater...	1321	Erie.....	Highway commission.	June 15, 1916	5605	Plans completed and approved by all parties.
Niagara.....	Lewiston.....	475	N. Y. C.....	Highway commission.	Jan. 19, 1916	5035	Plans not agreed upon.
Monroe.....	Brighton.....	166	N. Y. C.....	Town board.....	Oct. 2, 1913	3943	No agreement as to method of payment.
Onondaga.....	DeWitt.....	1074	N. Y. C.....	Highway commission.	May 18, 1912	2965	This case was discontinued Feb. 8, 1916.
Otsego.....	Unadilla.....	708	O. & W.....	Highway commission.	Nov. 27, 1916	5801	Plans completed and approved by all parties.
Schenectady.....	Rotterdam....	640	} B. & M.....	Town board.....	Jan. 20, 1913	3402	Plans not approved.
Schoharie.....	Richmondville.	641		Highway commission.	Aug. 10, 1916	5660	Plans completed and approved by all parties.
Schoharie.....	Cobleskill.....	1467	D. & H.....	Village of Cobleskill.	April 24, 1916	5633	Plans completed and approved by all parties.
		Route 7	D. & H.....				

PROSPECTIVE GRADE ELIMINATIONS FOR WHICH PETITIONS HAVE NOT BEEN PREPARED

COUNTY	Town	Highway No.	Railroad	Remarks
Broome.....	Union.....	5377.....	D. L. & W.....	Method of financing this elimination not determined.
Broome.....	Kirkwood.....	834.....	Erie.....	Method of financing this elimination not determined.
Chenango..	Afton.....	5200.....	D. & H.....	No funds available at present.
Cortland..	Cuyler.....	5292.....	L. V.....	Plans not prepared.
Delaware..	Tompkins.....	Pet. 3395...	O. & W.....	Plans not prepared.
Delaware..	Roxbury.....	5343.....	U. & D.....	On route 5 which is completed, surplus available.
Otsego.....	Worcester.....	5247-A.....	D. & H.....	Plans not prepared. This elimination to be petitioned by town.
Schenectady.....	Rotterdam.....	890.....	West Shore.....	Plans not prepared.
Ulster.....	Esopus.....	5508.....	West Shore.....	Plans completed. No funds available at present.

SARATOGA-SCHUYLerville HIGHWAY No. 244, SARATOGA COUNTY.



BUREAU OF STATISTICS

In addition to the work in connection with the Bulletin which is carried on from year to year, we have prepared eighteen tabulations of cost data and statistics for the bureaus of this Department. Much of the information given to outside people interested in the working of the Highway Department has required tabulation. Beside this there has been a large amount of information furnished to our Division Engineers.

One of the main endeavors of this Bureau in the past two years has been to obtain the correct mileages of highways lying within the corporate limits of villages. This will be of great benefit as it will make the mileages used by the different bureaus consistent.

In preparing for the revision of the Bulletin for the 1916 issue, we forwarded to the Division Engineers special copies of the 1915 Bulletin and requested them to assist us in picking out the errors and discrepancies which existed. We have been very greatly helped by the replies from the Division Engineers concerning errors in that issue. The work of correcting these errors and others which we have been able to discover ourselves has occupied much of the time which we have been able to spare to this work. We regret that the summarization of Appendix A has not been completed in time for the 1916 Bulletin.

In Appendix A, however, we have made a few changes such as giving the center line mileage for each type instead of the overall mileage of the highway. We have also made radical changes in the explanatory notes accompanying Appendix A which we hope will fully meet your criticism that the laymen could not distinguish the different types in this table.

Appendix B has been changed slightly by giving only the net mileages in the towns in that column which heretofore has contained both village and town mileage. This, taken with the changes in the method of totalling the mileages in each county, makes the only radical change in this portion of the Bulletin.

Appendices C, D and E have but a few small changes beyond bringing them up to date.

Appendix F, which is the appendix containing all our summaries, will show one main change. This consists of the elimination of what has been heretofore called the recapitulation of

Appendix B or the list by counties. In place of this we have substituted a table which will give the same information and very much more in much better form.

A natural consequence of the foregoing work is the constant reshaping of old policies and formulation of new ones. We have made some definite departures this year.

NEW POLICIES

Size of Stone. We changed our specification on the size of stone for top course and for all concrete work from 2 inches maximum size to stone passing the $2\frac{3}{4}$ -inch ring which would make about $2\frac{1}{2}$ inches the maximum size for the stone. This change was made because we believe the larger stone gives greater stability in both our top course and in our concrete roads and also because a larger part of this product of stone crushed locally for concrete roads is made available, thus decreasing the cost of construction. In effecting economies, this change seemed worthy of our consideration and we accordingly made it. The results gained in construction have been favorable and we will continue with $2\frac{1}{2}$ -inch stone as the maximum size of our top course.

Freight Bureau. A Freight Bureau has recently been established in this Department and through it we have made requests of the railroads for reduction in rates on sand and crushed stone for use on many contracts. The carriers have agreed to reductions covering eighteen individual transportations. It is impossible at this time to determine how much will be saved to the State through these reductions, because in some cases the type of construction will have to change because the rate granted was not sufficiently favorable, while in others it was found that even under the reduced rate, the imported material could not compete with the local material. Many of the reductions were secured preliminary to preparing our estimates for new work so that we might compare the cost of various types. Much of this work has not yet been let, and until we have the bids on it we cannot gauge the amount saved.

There have been 1,103 tariffs obtained from the various railroads. Files have been provided and these are being properly

**TROY-SCHENECTADY, PART 3, HIGHWAY NO. 604,
ALBANY COUNTY.**



indexed. We have also made a card index of the cost of sand and crushed stone from various sources to each point of destination in the state, thus making possible a comparative study of the cost of such material at any given destination point. This work covers about 2,000 cards. The reductions granted by the railroads on sand and stone per net ton show a saving of from ten cents to \$1.21 from the original tariff.

One great advantage that is obtained from the work of the Freight Bureau is that it will show us the cheapest possible material in freight that can be used for any given project, so that there may be a saving shown by one supply over another. This information can in turn be made available to all our departments and will be valuable because it will make our estimates approach the going price of the work and by giving closer information to the contractor will obtain for the Department a better bid in competition for work.

We have brought out a new final estimate book which is to be standard for all work. This is to facilitate checking and also to make our records of completed work uniform in order that they may be more easily interpreted by anyone who needs access to them.

We have also installed the use of the daily diary on every piece of construction work and in two or three cases that have been in dispute it has already become a valuable factor in our settlement. These diaries are to be returned to the head office with the final estimate and will make a part of the complete record for the road, so that should a case develop in the Court of Claims there will be full information for those handling the State's defense even though the men employed on the job are not available.

In 1915 we started surface treating our macadam roads with about one-quarter gallon per square yard of tar after the road had been subjected to traffic for a period of three months. For work not so seasoned we provide a treatment of calcium chloride that will carry it over the winter until it can have a protective coat placed upon it by the Maintenance Department. This surface treatment has proved so satisfactory that it will be continued on all our construction contracts. It not only preserves the

integrity of the surface of our waterbound macadam roads when they are new, but it decreases the cost of subsequent maintenance and leaves the road in excellent condition.

We have tried to specify conditions concerning materials which would create the greatest competition. We have investigated the original price and the freight charges in order to give contractors definite information by which they might bid more intelligently with ultimate profit to the State.

Respectfully submitted,

H. ELTINGE BREED,

First Deputy.

REPORTS OF DIVISION ENGINEERS

DIVISION NO. 1

B. H. WAIT, Division Engineer

Counties of Columbia, Dutchess, Greene, Nassau, Orange, Putnam, Rockland, Suffolk, Ulster and Westchester

There were under contract in Division No. 1 a total of 325.97 miles during 1916. Of this mileage 79.53 were officially accepted during 1916. This leaves 246.44 miles under contract January 1, 1917, of which 77 miles are practically completed, leaving 170 miles of actual construction for 1917.

Of the mileage officially accepted there were

6.36 miles of waterbound (plain).

5.82 miles of waterbound (surface treated).

42.79 miles of bit. mac. (penetration).

0.21 mile of brick.

24.03 miles of first-class concrete.

0.32 mile of miscellaneous types.

Total. . . . 79.53 miles.

Of the mileage officially under contract for 1917 there are

27.37 miles of waterbound (plain).

24.08 miles of waterbound (surface treated).

129.67 miles of bit. mac. (penetration).

13.78 miles of brick.

51.33 miles of first-class concrete.

0.21 mile of miscellaneous types.

Total. . . . 246.44 miles.

The completed road contracts cost as follows:

Oiled waterbound macadam, at an average cost of	\$9,100 00 per mile
Bituminous macadam, penetration method, at an average cost of	14,100 00 per mile
Cement concrete pavement, at an average cost of	11,000 00 per mile

The State's share, which comprises the 14 or 16 feet widths of the several types of pavement, of the completed contracts is as follows:

14 feet width waterbound macadam oiled, at an average cost of	\$9,100 00 per mile
16 feet width bituminous macadam, penetration method, at an average cost of	\$12,800 00 per mile
16 feet width cement concrete pavement, at an average cost of	11,000 00 per mile

The average cost per mile of the State's share of the combined types of the completed contracts is \$11,700.

In addition to the uncompleted work under contract herein mentioned, there is also an additional contract No. 5599-A, for the foundation and piers for a bridge over Rondout creek in Ulster county, the contract amount for which is \$61,360, and the cost of work done to January 1, 1917, is \$12,496.96.

The cost of completed roads noted above is exclusive of engineering, advertising, etc., and covers only the actual construction cost. The low cost of concrete pavement completed is due to the fact that practically all the mileage was on a road bid in at a low price in 1914. The low cost of waterbound macadam is due to the fact that these roads were built on a light traveled route and of medium construction. The higher cost of bituminous macadam was due to heavy construction on main routes and to necessity in some cases of importing materials.

TROY-SCHENECTADY, PART 3, HIGHWAY NO. 604, ALBANY COUNTY.



DIVISION NO. 2

H. O. SCHERMERHORN, Division Engineer

Counties of Albany, Rensselaer, Schenectady, Saratoga, Washington, Warren, Essex and Clinton.

There were under contract in Division No. 2, a total of 208.37 miles during 1916. Of this mileage 66.86 were officially accepted during 1916. This leaves 141.51 miles under contract January 1, 1917, of which 32 miles are practically completed, leaving 110 miles of actual construction for 1917.

Of the mileage officially accepted there were:

22.13 miles of waterbound (plain).
 23.52 miles of waterbound (surface treated).
 13.98 miles of bit. mac. (penetration).
 1.63 miles of bit. mac. (mixing method).
 5.60 miles of brick.

Total 66.86 miles.

Of the mileage officially under contract for 1917 there are

36.60 miles of waterbound (plain).
 65.24 miles of waterbound (surface treated).
 19.37 miles of bit. mac. (penetration).
 9.63 miles of brick.
 10.67 miles of first-class concrete.

Total 141.51 miles.

Completed roads of the following types of construction cost:

Waterbound macadam	\$10,100 00 per mile
Bituminous macadam	11,110 00 per mile
Brick pavement	21,600 00 per mile

The bituminous macadam includes 1.09 miles of the bituminous macadam mixed type at an average cost of \$19,346.05 per mile.

This high cost per mile, however, includes the increased width within the city through which the road was constructed; the entire cost being paid on a 50 per cent, 35 per cent and 15 per cent basis by State, county and city respectively, none of the cost being paid from highway funds, but by special appropriation.

The average cost per mile of completed work including all types and the above mentioned special work is \$10,020.

DIVISION NO. 3

T. M. RIPLEY, Division Engineer

Counties of Franklin, Jefferson, Lewis and St. Lawrence

The work of construction in Division No. 3 has progressed favorably during the season of 1916, although hampered, naturally, by the scarcity of labor. This scarcity has militated against the work in two ways, viz., it has not only made the cost to the contractors much greater than was anticipated in some of their contracts, when taken, but much of the contractors' time, which would otherwise have been devoted to the progression of the material portions of the work, has been spent in hunting up laborers. The work was further delayed in the early part of the season by excessive rainfall, but this was later made up in part by a correspondingly dry period.

With these drawbacks, but one contract was cancelled during the season, and this cancellation was undoubtedly due more to the personnel of the management than the adverse labor and weather conditions, which is proved by the fact that a road of similar character, and only a few miles away in the same county, but of greater length and cost, was completed and the final estimate gotten out this year.

The main State route through this Division is Route 30. It extends from Niagara Falls to Rouses Point and is completed through the Division with the exception of two stretches of about eleven miles each. All of one of these stretches and about five miles of the other are now under contract, leaving but six miles of this main route yet to be contracted for.

State Route 27, from Utica to the Thousand Islands via Lowville, Carthage, and Watertown, has been finished for a year.

The other State routes, viz., 30-A, 31, and 32, are progressing as rapidly as the funds will permit, and it is believed all of these, with the exception of Route 31, can be completed under the present authorized bond issue.

The county highways are progressing as the appropriations will permit, and, if labor conditions ease up a little, by the close of the season of 1917, the principal points in this Division will be connected by improved State or county highways and one short stretch of improved town road, excepting only the aforementioned portion of State Route 31. This will mean that traffic, not only from this Division but from all the cities in the central portion of the State, can get to Watertown, the Thousand Islands, along the St. Lawrence river to Massena and to Malone entirely on improved highways.

The route into the Adirondacks via Paul Smith's' will still lack four or five miles of good road by the end of the season of 1917.

As a matter which bears upon construction as well as design, I desire to call your attention to the fact that there is but one commercial quarry in this Division, that being a limestone quarry on a branch railroad. Further, the fact that the only commercial sand pit in the Division which has loading and rail facilities of any capacity whatever, has been condemned by the Department for use in anything except culvert concrete.

There were under contract in Division No. 3, a total of 185.70 miles during 1916. Of this mileage 70.61 were officially accepted during 1916. This leaves 115.09 miles under contract January 1, 1917, of which 32 miles are practically completed, leaving 83 miles of actual construction for 1917.

Of the mileage officially accepted there were:

7.35 miles of waterbound (plain).
14.73 miles of waterbound (surface treated).
35.04 miles of bit. mac. (penetration).
2.70 miles of brick.
10.79 miles of first-class concrete.

Total 70.61 miles

Of the mileage officially under contract for 1917 there are

97.22 miles of bit. mac. penetration).

5.81 miles of brick.

12.06 miles of first-class concrete.

Total 115.09 miles.

DIVISION NO. 4

JAMES H. STURDEVANT, Division Engineer

Counties of Fulton, Hamilton, Herkimer, Madison, Montgomery
and Oneida

There were under contract in Division No. 4, a total of 198.55 miles during 1916. Of this mileage 40.97 were officially accepted during 1916. This leaves 157.58 miles under contract January 1, 1917, of which 76 miles are practically completed, leaving 81 miles of actual construction for 1917.

Of the mileage officially accepted there were:

23.90 miles of waterbound (plain).

10.25 miles of waterbound (surface treated).

6.33 miles of bit. mac. (penetration).

0.49 mile of miscellaneous types.

Total 40.97 miles.

Of the mileage officially under contract for 1917 there are

95.24 miles of waterbound (plain).

59.81 miles of waterbound (surface treated).

1.10 miles of bit. mac. (penetration).

1.43 miles of bit. mac. (mixing method).

Total 157.58 miles.

HOFFMAN-CRANESVILLE HIGHWAY No. 5126, MONTGOMERY COUNTY.



The main trunk lines through Division No. 4 are practically completed, and the principal work in 1916 was building market roads or feeders to the main system. While these are primarily market roads, yet as soon as finished they have to sustain heavy automobile traffic of both pleasure and commercial vehicles and become short cuts for tourists traveling from one pleasure resort or point of interest to another.

In this Division, with the exception of a few areas, stone is generally plentiful but good concrete sand is scarce. On account of the heavy traffic, poor soil conditions and consequent bad frost action, it is essential that the roads be constructed with a heavy foundation and well drained, and in order to reduce the cost a cheap surface construction has been used. This condition has been met by building a six-inch or nine-inch foundation course of stone and a waterbound surface, treated with cold material. This type of construction has been successful and the cost of maintenance reasonable for roads in the outlying districts, but for those in the villages or those subjected to city traffic more permanent types, such as mixed, asphalt, bitulithic, brick, etc., are necessary.

The past season has been a very difficult one for the contractors to obtain sufficient labor to properly prosecute the work; also because of the material advance in the cost of supplies, contractors who carried over their work from previous years, when low prices prevailed, have done so at a decided loss. Due to these causes, to continuous wet weather in the spring and to a car shortage, the work in general has progressed very slowly. This means necessarily that the engineering cost is high, especially on those roads where the contractors failed and work had to be re-advertised, necessitating resurveys, etc. On roads that were let in the spring and completed in the fall, the cost of engineering was normal and under ten per cent.

At the present time conditions do not look much better for the coming season, but it is hoped that the roads that were started this year will be completed early in the season, and that with the new work coming on many gaps in the present system will be filled in, giving tourists a chance to visit sections now difficult to reach on account of poor dirt roads.

DIVISION NO. 5

HOWARD E. SMITH, Division Engineer

Counties of Broome, Chenango, Delaware, Otsego, Schoharie
and Sullivan

There were under contract in Division No. 5, a total of 219.64 miles during 1916. Of this mileage 63.68 were officially accepted during 1916. This leaves 155.96 miles under contract January 1, 1917, of which 52 miles are practically completed, leaving 104 miles of actual construction for 1917.

Of the mileage officially accepted there were:

	14.62 miles of waterbound (plain).
	3.22 miles of waterbound (surface treated).
	33.69 miles of bit. mac. (penetration).
	0.38 mile of brick.
	4.02 miles of first-class concrete.
	7.75 miles of miscellaneous types.
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Total	63.68 miles.
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Of the mileage officially under contract for 1917 there are

	23.63 miles of waterbound (plain).
	32.76 miles of waterbound (surface treated).
	88.72 miles of bit. mac. (penetration).
	1.76 miles of bit. mac. (mixing method).
	9.09 miles of brick.
	<hr/>
Total	155.96 miles.
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The completed work of the following types of construction cost as follows:

Waterbound macadam	\$8,400 per mile
Bituminous macadam (penetration method) . .	12,000 per mile
Second-class concrete with bituminous surface.	11,500 per mile
Brick pavement	52,700 per mile

The excessive costs of bituminous macadam and brick pavement were due to additional widths in the villages of Delhi, Greene and Johnson City and in the city of Binghamton, which, if deducted, would reduce the cost of the State's share of bituminous macadam to \$11,700 per mile and of brick pavement to \$20,900 per mile.

The low cost per mile of waterbound macadam is due to the fact that of the above mileage 54 per cent has a width of pavement of only twelve feet.

DIVISION No. 6

W. M. ACHESON, Division Engineer

Counties of Cayuga, Cortland, Onondaga, Oswego, Seneca and
Wayne

There were under contract in Division No. 6 a total of 170.42 miles during 1916. Of this mileage 39.82 were officially accepted during 1916. This leaves 130.60 miles under contract January 1, 1917, of which 49 miles are practically completed, leaving 82 miles of actual construction for 1917.

Of the mileage officially accepted there were

10.63 miles of waterbound (plain).
0.18 miles of waterbound (surface treated).
20.03 miles of bit. mac. (penetration).
0.27 miles of brick.
8.71 miles of first-class concrete.

Total	39.82 miles.
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Of the mileage officially under contract for 1917 there are

12.15 miles of waterbound (plain).
24.03 miles of waterbound (surface treated).
38.79 miles of bit. mac. (penetration).
0.74 miles of bit. mac. (mixing method).
11.12 miles of brick.
43.77 miles of first-class concrete.

Total	130.60 miles.
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The highways completed during the year were built at the following average costs per mile:

Waterbound macadam, at.....	\$8,756 per mile
Bituminous macadam, penetration method, at..	11,154 per mile
Cement concrete pavement, at.....	15,372 per mile
Brick pavement, at	37,046 per mile
Bitulithic pavement, at.....	31,404 per mile

The high cost of the cement concrete pavement is due to the fact that a large section is 22 feet wide. The average cost per mile on a 16-foot basis is approximately \$14,258.

The high cost of the brick pavement is due to the fact that it is mostly in villages or cities and extra widths were built. The average cost per mile on a 16-foot basis is approximately \$21,853.

The high cost of the bitulithic pavement is due to 30-foot width and concrete curbing for 0.28 mile. The average cost per mile on a 16-foot basis is approximately \$21,900.

The reason for the large mileage of uncompleted work is due almost entirely to the scarcity of labor, which not only retarded progress on the road itself, but also delayed construction by reason of the commercial quarries being unable to produce their normal tonnage of crushed stone.

DIVISION No. 7

PERRY FILKIN, Division Engineer

Counties of Genesee, Livingston, Monroe, Ontario, Orleans and Wyoming

There were under contract in Division No. 7 a total of 183.47 miles during 1916. Of this mileage 50.55 were officially accepted during 1916. This leaves 132.92 miles under contract January 1, 1917, of which 47 miles are practically completed, leaving 86 miles of actual construction for 1917.

Of the mileage officially accepted there were

- 24.01 miles of waterbound (plain).
- 17.72 miles of waterbound (surface treated).
- 3.43 miles of bit. mac. (penetration).

HOFFMAN-CRANESVILLE HIGHWAY NO. 5126, MONTGOMERY COUNTY.



	1.74 miles of bit. mac. (mixing method).
	2.65 miles of brick.
	0.82 miles of first-class concrete.
	0.18 miles of miscellaneous types.
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Total	50.55 miles.
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Of the mileage officially under contract for 1917 there are

	29.01 miles of waterbound (plain).
	84.70 miles of waterbound (surface treated).
	2.12 miles of bit. mac. (penetration).
	1.08 miles of brick.
	15.02 miles of first-class concrete.
	0.99 miles of miscellaneous types.
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Total	132.92 miles.
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During 1916 \$455,000 has been expended for the work of construction, exclusive of engineering.

We are carrying over for construction during 1917 contracts valued at \$932,000.

The wet weather during the early part of the season, combined with scarcity of labor, account for the fact that about one-half the work was done during 1916 that was done in 1915.

DIVISION No. 8

CHARLES M. EDWARDS, Division Engineer

Counties of Allegany, Chemung, Schuyler, Steuben, Tioga, Tompkins and Yates

The counties of this division lying in what is known as the Southern Tier constitute what has been called a "geological dumping ground." Here we find the softer sandstone both as gravel deposits and ledges, with a great amount of small thin float, in abundance and covering nearly the entire division.

Some difficulties encountered in road designing may be judged by the fact that in Allegany county the underlying stratum is generally found to be quicksand, which causes heavy slides wherever sidehill cutting is done. These slides sometimes cover the road to a depth of four feet and great care is used to so design roads that the original slopes are not disturbed.

A new method of tabulating available road building materials was instituted this year by a thorough material survey of the locality in which the road is to be constructed and mapping all gravel, stone, sand, etc., sampling same and sending a copy of this material report with the samples to the Bureau of Tests.

In this connection a great deal of investigation has been made the past year toward locating the best ledges in order to utilize the local material as much as possible for metalling and thus reduce the cost of construction. In one specific instance a suitable stone was found for top course in a section where it had been supposed an imported material would have to be used, thus saving several thousand dollars in the cost. Where there is absolutely no available material for top course construction, imported stone or slag has been used.

Owing to being located in a hilly section this division is probably using greater quantities of underdrains than any other in order to overcome the bad effects of excessive ground water; thus the cost of grading and drainage of roads is very high and the width of the improvement has been kept as narrow as the circumstances would warrant, a great many of the market roads having a metalling of but ten feet width.

A change has been inaugurated in making preliminary surveys here. Instead of a rather random line being laid down as a base line we are now placing it so as to coincide as nearly as possible with the new center line of improvement and at angle points putting in regular curves. This will tend to lessen liability to error in computing distances and calculating grades.

Lack of labor has hindered the prosecution of contracts in every case and difficulty has also been encountered in obtaining imported materials in some instances so that the progress of construction work has been the slowest of any season since 1898.

There were under contract in Division No. 8 a total of 205.73 miles during 1916. Of this mileage 36.46 were officially accepted

during 1916. This leaves 169.27 miles under contract January 1, 1917, of which 81 miles are practically completed, leaving 88 miles of actual construction for 1917.

Of the mileage officially accepted there were

12.13 miles of waterbound (plain).
20.28 miles of waterbound (surface treated).
1.22 miles of bit. mac. (penetration).
1.11 miles of brick.
0.18 mile of first-class concrete.
1.54 miles of miscellaneous types.

Total 36.46 miles.

Of the mileage officially under contract for 1917 there are

35.45 miles of waterbound (plain).
77.12 miles of waterbound (surface treated).
40.97 miles of bit. mac. (penetration).
3.13 miles of brick.
4.75 miles of first-class concrete.
7.85 miles of miscellaneous types.

Total 169.27 miles.

During the year plans for 76.19 miles of improvement have been prepared at the division office and awards have been made by the Commission covering 84.29 miles of improvement; preliminary surveys were completed for 41.05 miles of State and county highways, plans for 27.16 miles were revised and of these there are plans for 11.98 miles awaiting contract. There were 52.31 miles of highway physically completed including a part of State Route 4 which closes the gap of this important trunk line across the division and gives two completed routes westerly through Steuben county.

The field work, including engineers' salaries and expenses without preliminary or overhead charges, amounted this year to

12.09 per cent of the work done in this division, approximately \$571,000 worth of work being paid for.

Considerable assistance has been rendered the counties and towns by advising with them in regard to bridges and town and county roads and also in the elimination of grade crossings, and the town and county officials have reciprocated by consulting with the office regarding new structures on roads to be improved on State and county routes, thus promoting cordial relations between this department and outside officials throughout the division.

DIVISION No. 9

CHARLES J. McDONOUGH, Division Engineer

Counties of Cattaraugus, Chataqua, Erie and Niagara

The general policy of construction followed out in the division was to finish gaps and uncompleted links in State and county highways. The trend of the recent designs has been mostly to cement concrete pavement on the main routes, which, up to date, seems to be giving very satisfactory service and appears to be a very economical form of construction. In the designing of this type, dependence is placed on metal reinforcement as a protection against unstable foundation and our later designs contain practically a reinforced continuous strip for the entire length of the road.

There were under contract in Division No. 9 a total of 252.48 miles during 1916. Of this mileage 66.20 were officially accepted during 1916. This leaves 186.28 miles under contract January 1, 1917, of which 84 miles are practically completed, leaving 102 miles of actual construction for 1917.

Of the mileage officially accepted there were

	4.76 miles of waterbound (plain).
	2.59 miles of bit. mac. (penetration).
	17.01 miles of brick.
	38.14 miles of first-class concrete.
	3.70 miles of miscellaneous types.
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Total	66.20 miles.
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CONCRETE CONSTRUCTION WORK UNDER SUPERVISION OF TOWN BOARD, CONTRACTORS FOR HIGHWAY NO. 1274, SUFFOLK COUNTY.



Of the mileage officially under contract for 1917 there are

17.89 miles of waterbound (plain).

23.98 miles of waterbound (surface treated).

5.13 miles of bit. mac. (penetration).

31.71 miles of brick.

107.42 miles of first-class concrete.

0.15 mile of miscellaneous types.

Total 186.28 miles.

On January 1, 1917, the roads designed and ready to advertise for contract consisted of about 82 miles. On an additional 90 miles surveys were made and designs are in various stages of preparation. In addition to the foregoing there are about 20 miles of completed surveys and about 13 miles of surveys actually in progress.

The progress of work throughout the entire division was abnormally slow during the 1916 season, the principal reason for this being shortage of labor and unreliable railroad deliveries. The gaps filled in the principal routes during the season were as follows: Genesee street, Erie county, making a continuous road from Buffalo to Erie county line; Farnham to Irving, a gap of three miles, giving an improved road from Silver Creek to the city of Buffalo; in Chautauqua county, on the east side of Chautauqua lake, three contracts practically completed, except one mile, completing a line from Westfield to the city of Jamestown on Route 4; in Cattaraugus county a gap was filled in from Cattaraugus to Little Valley, finishing a complete stretch of road from the village of Cattaraugus through Little Valley, Salamanca and Olean, thence along Route 4 to the Cattaraugus county line.

At present the systems in Niagara and Erie counties, in Chautauqua county and in Cattaraugus county are entirely separate from each other, but with the roads contemplated for improvement it is possible that within a period of two years these three systems may be linked together.

REPORT OF SECOND DEPUTY COMMISSIONER

JANUARY 1, 1917.

Honorable Edwin Duffey, Commissioner of Highways:

SIR.— I have the honor to submit herein my annual report of the Bureau of Maintenance, Repair and Reconstruction of the improved State and county highways for the working season of the year 1916.

On April 1, 1916, there were 5,959 miles of completed and accepted State and county highways outside the limits of cities, all of which were maintained, repaired and in some instances reconstructed during the working season of 1916, and during said working season, from April 1st to December 1st, there were completed and accepted 297 miles of improved highways which were placed under maintenance as soon as they were officially accepted, all as authorized by section 170 of the Highway Law.

The aforesaid section of the Highway Law, in placing the responsibility for the maintenance and repair of the improved State and county highways, with the State Commission of Highways, provides that the work may be performed either by contract or directly by the Department.

By reason of the magnitude of the work as a whole, it appears desirable to incorporate into contracts so much of the work as can be properly anticipated and which can be expressed in comprehensive contract units. Accordingly the following contracts, with plans and specifications therefor, were prepared, advertised and awarded:

Fourteen contracts for the reconstruction of highways with a different type of improved surface, aggregating 16.6 miles at a total cost of	\$268,822 00
Sixty-two contracts for the resurfacing of badly worn concrete, macadam and gravel pavements, aggregating 185.5 miles at a total cost of	1,103,493 00

Ten contracts for heavy surface treatment of macadam pavements, aggregating 53.3 miles at a total cost of.....	\$169,825 00
Fifty-six contracts for light surface treatment of concrete and macadam pavements and gravel surfaces, aggregating 1,445.7 miles at a total cost of	491,831 00
Twenty-five contracts for furnishing bituminous material for use by the Departmental forces, aggregating 2,633,960 gallons at a total cost of	224,250 00
Three contracts for furnishing and delivering broken stone for use by the Departmental forces, aggregating 5,475 cubic yards at a total cost of	15,907 00

A total of 170 contracts have been awarded authorizing a total expenditure of..... \$2,180,872 00

The funds expended directly by the Department may be segregated into the following units:

Personal service, wages, temporary:

Patrolmen	\$436,497 00
Foremen, laborers, mechanics and teams	685,860 00
Purchase of materials	515,000 00
Purchase of equipment and tools.	67,089 00
Rental of equipment and tools..	33,696 00
Rents, office and storage.....	8,456 00
Purchase of supplies.....	15,323 00
Advertising	8,706 00
Engineering salaries	280,028 00
Engineering expenses, travel and livery	62,175 00

Total expended directly by the Department 2,112,830 00

Total expenditures and contract obligations \$4,293,702 00

The work accomplished directly with the Departmental equipment, labor and materials includes the following:

Maintenance by patrol system 5,459 miles of low grade concrete and macadam pavements and gravel surfaces at a cost for labor and material of \$654,746.

Light surface treatment with bituminous material and cover 423 miles of low grade concrete, macadam and gravel surface highways, at a cost of \$85,810.

Restoring in a permanent manner, 243,880 square yards of macadam pavement which had broken through under traffic during the spring months, at a cost of \$326,400.

Making extraordinary repairs occasioned by cloudbursts and floods, \$71,042.

Miscellaneous repairs to pavements, shoulders and gutters with gangs other than patrol, 2,600 miles, at a cost of \$772,628.

In explanation of the various features of the work, taken up in the order enumerated, it is pertinent to state, that after a survey of all of the improved highways by the Division Engineers in the month of November, 1915, they recommended that some 413 miles should be resurfaced with a new top layer of macadam laid over the old pavement which would be used as a foundation, or that the pavement should be reconstructed of a different and more permanent type.

The limited funds available would not permit the resurfacing or reconstruction of the mileage recommended, and it was possible to treat in this manner but 202 miles of which

14.3 miles were reconstructed with first class concrete pavement at a cost of \$11,787 per mile.

2.33 miles were reconstructed with vitrified brick pavement laid on concrete foundation at a cost of \$26,114 per mile.

142.9 miles were resurfaced with a new 2½ inch bituminous macadam top course, with some considerable new foundation, where pavements had broken or weakness was manifest, at a cost of \$5,901 per mile.

42.7 miles were resurfaced with a new 3 inch waterbound macadam top course, with considerable new foundation at a cost of \$5,105 per mile.

The increased cost of resurfacing as compared with last year's experience is principally due to the larger amount of new foundation course required; it is estimated that the cost of this additional work has been about \$450 per mile.

Heavy surface treatments to macadam pavements are sometimes resorted to instead of resurfacing and consist of scarifying and loosening the old surfacing, adding a varying quantity of new stone and finishing in the manner of bituminous macadam penetration method, the new stone added giving an increased thickness of approximately one inch. The average cost of this treatment is about \$3,000 per mile and is only undertaken where the old pavement has sufficient stability, and has a rough and uneven surface, the correction of which is desired.

Light surface treatments of bituminous materials with cover are a continuation of the previous practice of the Department, in treating macadam and gravel surfaces with a bituminous product having about 65 per cent. asphaltum or pitch base, which may be sprayed on the pavement with a pressure distributor at a temperature of about 100° F., this material requiring some heating except in very hot weather.

The disagreeable features, from a traffic standpoint, connected with the use of asphaltic oils for light surface treatments have been obviated to a considerable extent by a slight change in the specifications by which the amount or texture of the asphaltic residue is not changed, but the character of the flux is to some extent regulated, in that approximately one-half of the flux is required to be a light volatile oil which will evaporate in about two days' time after being applied to the pavement.

This modification results in decreasing the length of time from one-half to three-quarters, during which the condition of the pavement after treatment is objectionable from a traffic standpoint and increases the cost of the application about twenty-five dollars per mile.

The practice of advertising for proposals for furnishing the bituminous materials to be used directly by the Department with its own forces was continued in 1916. This practice, while highly commendable for several reasons, does not result in the most efficient maintenance of the improved highways, in that one firm may

obtain the contracts for furnishing all of the material of one grade required by the Department. The bulk of the material is ordered soon after the execution of the contract, and in both 1915 and 1916 the successful contractors were not able to make deliveries promptly, resulting in delays in the repairs to the pavements, with increased ultimate cost to the State.

This same criticism applies to the award of contracts for furnishing and delivering of crushed stone for maintenance purposes, and the former practice of the Department was practically discontinued during the past season and the only broken stone contracts advertised and awarded were for furnishing broken stone that must of necessity be crushed locally. Much more efficient service resulted therefrom, particularly where the material could be obtained from commercial quarries, which could be purchased and delivered as required.

Of the broken stone contracts awarded in 1915, several were of necessity cancelled after grievous delays in delivery, with the resultant accelerated deterioration of the pavements, where maintenance was not kept up by reason of lack of material.

PATROLMEN

The former practice of the Department was continued in the assignment of a working patrolman to sections of macadam and gravel improved highways varying from four to seven miles in extent.

The efficiency of the patrol system as compared with the gang system has been questioned, and in sections where a gang can be operated to advantage the patrol system has been suspended for a time and while the gang would unquestionably perform more efficient work than the average patrolman, it was found that the greater efficiency was more than offset by the greater magnitude of the work required to be performed.

This statement is qualified by the old saying that "A stitch in time saves nine," and it was found that the patrolman who was over the road every day could perform the one stitch in less time and at less cost for material than where the same number of men were combined in a gang, with a necessarily greater mileage of highways to maintain, and by reason of the larger mileage that the attention to each section of highway was perhaps at intervals

WASHOUT CAUSED BY SUMMER FLOOD ON STATE HIGHWAY No. 5502.—
ALLEGANY COUNTY.

SAME HIGHWAY AS SHOWN ABOVE AFTER REPAIRS WERE MADE.



of several weeks, when the nine stitches were then required, which more than offset the efficiency of the work of the gang as compared with the average individual patrolman.

The patrolman is not appreciated until his services have been dispensed with or when he is not supplied with material, then the lack of his "stitch in time" is evident, and it is soon necessary to install the gang to make the nine stitches, and the work becomes a repair, while that of the efficient patrolman should be styled maintenance.

These remarks in connection with the efficiency of the patrol system are chiefly applicable to the waterbound macadam and gravel surfaced highways, which are subjected to any considerable amount of motor vehicle traffic and which deteriorate rapidly under such traffic, but with bituminous bound macadam, first class concrete and brick pavements which do not deteriorate rapidly, it is questionable whether a gang patrol is not more efficient than the individual patrol.

During the past season, few, if any, individual patrolmen were employed on first class concrete and brick pavements, and the repairs necessary were taken care of with temporary gangs, and with few exceptions this method worked out satisfactorily, the exception being when it was difficult to obtain temporary local labor at the time needed.

Foremen, laborers, mechanics and teams are all considered as temporary occupations and the positions are filled from the nearest local source of supply.

During the past season it was extremely difficult in some sections to obtain temporary labor locally and it was necessary to transport labor by motor vehicles from the centers of population, and no better conditions are anticipated for next season.

Purchase of materials from commercial sources of supply are all based on published and filed quotations from the various commercial corporations or individuals operating in the district.

Where materials are purchased locally, the best price obtainable is solicited, but oftentimes the cost of corresponding imported material influences the price at which the local material is held.

The purchase of equipment and tools during the season includes twelve steam road rollers, three 3 ton motor trucks and one 5 ton

motor tractor equipped with two trailer outfits, one a 1,000 gallon pressure distributor tank, the other being a 5 ton stone truck.

The purchase of this equipment resulted in a saving of 50 per cent. of the cost in the reductions of rentals from last year's experience, and the purchase of additional equipment is recommended, particularly two or three light trucks in each division for transporting laborers.

Rental of equipment is necessary by reason of the insufficient supply of the State owned equipment and oftentimes by reason of the isolated location of the work to be performed, which makes it more advantageous to hire local steam rollers if they can be obtained than to ship in the Department rollers for a few days' work. The work being so scattered, even to the most remote parts of the State, it does not tend toward efficient organization of equipment.

In the rentals of large units of equipment, fixed unit prices are established and generally accepted by those having highway equipment for rental.

The purchase of supplies includes fuel, gasoline, oil, repair parts, etc., for the equipment owned, and in some cases rented by the Department.

RENTS

The acquisition of repair equipment by the Department necessitates a rental charge for storage and repairs during the winter season, and in several of the divisions a central storehouse is maintained during the entire year. It would seem advisable to acquire land and erect temporary buildings for storage purposes at various central points throughout the State.

The expenditures for advertising are in connection with soliciting proposals for contracts.

Engineering salaries you will note are but 7 per cent. of the total amount expended, which percentage I believe is consistent with the necessity for personal supervision which the character of the work demands, considered in connection with the widely scattered location of same.

The highways being so widely distributed, constant supervision and inspection necessitates a large expense for travel.

Those regularly employed in supervising the work of maintenance and repair in a district or county generally have an allowance for the use of a privately owned bicycle, motor cycle or light motor car at a corresponding average rate of twenty-five cents, \$1.50 and \$3.00 per day, respectively, which allowance barely pays for the up-keep and fixed charge of operating such a means of transportation, and much greater return is received by the Department than by rentals from liveries.

The cost of maintenance, repair and reconstruction of the large mileage has been segregated and charged against the roads of various types of improvement, following the plan of last year, in order to determine the cost of maintenance of the several types of pavements which have been used in the improvement of the New York State and county highways, and the results are indicated in the following table:

TYPE OF IMPROVED SURFACE	Miles of improved highways of each type	Expenditures per mile during 1916, for maintenance and repair, exclusive of reconstruction to different type	Total expenditures per mile, during 1916, including reconstruction to a more permanent type of surface
Block pavements:			
Brick	267.23	\$176 00	.....
Asphalt	15.86	78 00	.....
Wood	0.23	52 00	.....
Stone	1.69	46 00	.....
Brick cubes	0.33	188 00	.....
Concrete:			
First-class	151.68	141 00	.....
Second-class	238.30	1,080 00	.....
Masson	60.24	412 00	\$695 00
Bituminous macadam:			
Mixing method:			
Amiesite, concrete base	1.24	148 00	.....
Amiesite, macadam base	4.07	112 00	.....
Topeka, concrete base	25.21	205 00	.....
Topeka, macadam base	6.64	256 00	.....
Open mixed concrete base	6.54	117 00	.....
Open mixed macadam base	11.92	686 00	.....
Bituthic concrete base	13.17	150 00	.....
Henderson macadam base	1.11	1,769 00	.....
Gravel, mixed gravel base	2.55	300 00	.....
Penetration method:			
Asphalt binder	2,534.89	493 00	506 00
Tar	97.90	234 00	.....
Sub-base bituminous surface	22.93	681 00	.....
Waterbound macadam	2,391.37	906 00	971 00
Gravel	173.78	587 00	1,056 00
Kentucky rock asphalt	17.55	331 00	.....
Rocmac	1.39	532 00	.....
Total, all types	6,047.82	\$651 00	\$698 00

An extraordinary expenditure of \$71,042, which was required to restore to normal condition sections of improved highways that were damaged by cloudbursts and flood, has not been distributed to the particular type of pavement, in which class the highway damaged belonged, in that the type of pavement had no bearing on the extraordinary expense.

The average annual cost per mile for maintenance and repair is obtained by dividing the total expenditures on all improved highways of a particular type by the total number of miles of such type, including the cost of new surfaces in the case of macadam and second class concrete, but not including the cost of reconstructing or further improving the highway with a different and more permanent type of pavement, such as the reconstruction of a gravel road, with a new macadam or concrete pavement, or the reconstruction of a macadam or Hassam pavement with a new concrete or brick pavement.

The total average cost per mile includes all expenditures on highways of each type and includes the cost of reconstruction or further improvement of the highway with a pavement of a different and more permanent type, which reconstruction was made necessary by the increase in traffic since the first improvement of the highway to such an extent that the former type of improvement was no longer suited to the traffic to which the highway is now subjected. While this expenditure is not properly a charge of maintenance against the original type of improvement, still it is a factor to be considered in designing and improving a highway with the cheaper and more temporary types of pavement, and the cost of such reconstruction of a few miles of old pavement has been distributed over the entire mileage of the former type as an indication of what may be expected in the maintenance of such types of pavement.

Too much weight should not be given to the tabulated costs per mile of the types represented by very small mileage, conversely the data on types of considerable mileage and wide distribution should represent with a reasonable degree of accuracy the average cost of maintenance of pavements of the particular type.

From a study of the table it is apparent that of the pavements represented by a material mileage, the second class concrete or one

requiring a bituminous wearing surface requires the largest expenditure per mile to maintain, with waterbound macadam next most expensive; that bituminous macadam penetration method is somewhat less than the average of all classes, being but slightly over one-half that of waterbound macadam; that among the pavements requiring the lowest expenditure per mile are found the first class concrete, block pavements and the bituminous macadam mixing method.

In view of the fact that the traffic is not confined to the pavement by curbs, and the earth shoulders are a part of the traveled roadway, the cost of the maintenance of pavement has not been segregated from that of the shoulders, and the figures quoted represent the cost of maintaining the entire roadway. This method would seem more consistent for purposes of comparison for the reason that the cost of maintenance of the shoulders of those pavements having a general low cost is much higher than for maintaining the shoulders on those pavements which have a general high cost.

GENERAL

The year of 1916 will be remembered in many sections of the State as one of unusual conditions in so far as the maintenance of improved highways is concerned.

During the spring months many of the improved surfaces broke through under traffic to an extent never before experienced during the history of the State Highway Department.

The broken areas having been measured and tabulated it was ascertained that 758,000 square yards of pavement were thus broken up. This yardage is equivalent to 82 miles of pavement 16 feet in width.

The general method used in repairing these broken pavements is to excavate the area involved about twelve to fifteen inches in depth, and lay a foundation of rough stone or coarse gravel nine to twelve inches in depth and restore the pavement on the new foundation, also providing subdrainage for the affected area.

The cost of such permanent repairs will average about \$1.30 per square yard. It is, therefore, evident that the cost of permanently repairing the pavements that were broken up last spring in the manner described, including new foundation, would have been approximately \$1,000,000.

In many counties the limited funds available would not permit of the permanent repairs described, and the broken pavements were simply leveled down and veneered over with a thin crust of macadam, which areas will probably break up again next spring.

The field engineers who made the surveys of the broken pavements were requested to designate a reason or cause for the break-up, and of the reasons assigned 50 per cent. were accredited to poor drainage.

This answer is one that is most easily assigned and readily accepted as the cause of broken pavements which develop during the spring months.

This reason, however, will not explain why the roads break up in the spring and not during a protracted rainy period in the fall, or why they break up some seasons and not in others.

The conclusions of the writer are that the conditions favorable to broken pavements in the spring are a wet season the previous year followed by an open winter or one with repeated freezing and thawing; the effect of these conditions on a silt sand or soft clay produce an unstable condition when the frost finally leaves the ground, and if the pavement crust has not sufficient strength in itself to bridge over the unstable section and carry the traffic loads, there is but one answer — a broken pavement.

The act of freezing of the material forming the foundation of a pavement draws moisture from below. This is demonstrated by freezing of a reasonably dry earth surface which, after thawing, leaves a wet muddy surface.

Following a wet season the level of the ground water is high, perhaps at the elevation of the bottom of the open ditches. The act of freezing draws this water up to the under side of the pavement which, if impervious, is heaved or raised by the expansion of the moisture by freezing. The frost goes out, but before the moisture can leach away, another freeze occurs, more moisture is drawn up, more heaving occurs. It is not uncommon to find pavements heaved four to six inches with not over eighteen inches of frost.

The expansion of water by freezing is about one-eleventh. It is, therefore, evident that the extreme heaving is due to something other than the expansion of the moisture which was naturally in the crust actually frozen.

We must, therefore, conclude that the act of freezing and thawing draws up, from the ground water level, moisture which accumulates under the impervious pavement in frost or ice, thereby lifting or heaving the pavement.

This action may be observed with many classes of soils but only in certain cases will the pavement break through.

When the frost finally leaves the ground in the spring there is an accumulation of water in the frost affected area, and with soils that of their nature by capillary attraction hold the moisture in suspension, they become semi-plastic and unstable. Soils that are not as suited to the capillary action permit the moisture to leach away and settle down much quicker and then have stability to sustain the pavement under moderate traffic.

The soil most productive of broken pavements is a silt sand found in the valleys. This material when examined with a microscope is found to be made up of round fragments of rock mixed with a varying quantity of silt or when dry an impalpable powder. This mixture of rounded sand grains mixed with the very fine powdered silt forms an ideal condition for the retention of moisture by capillary action, and when in a saturated condition is very unstable, and in extreme conditions is styled quicksand.

Traffic over the pavement crust where these conditions prevail causes the pavement to weave, depressing under the load and rising both front and rear; with moderate traffic the thin pavement crust may withstand the weaving without breaking through, the only result being a wavy surface after the moisture has finally leached away.

But with heavy loads traversing the highway during this unstable period the pavement first appears to buckle or bulge at frequent points, after which the destruction is fast; the pumping action of the passing load tends to force the plastic subsoil toward the vent at the bulge, where the pavement eventually breaks in what is termed a frost boil. This break is then extended at each end by traffic, until the small frost boil may extend fifty, one hundred or more feet in extent.

The most effective construction where these troubles are anticipated is an open porous foundation course of rough field or quarry stone or coarse gravel.

The writer prefers the open course to the filled course. The

open course permits the accumulation of the frost in the voids without heaving of the pavement, also where the moisture is allowed to accumulate in the voids of the open foundation course, it is not held in suspension by the subsoil, and if the open foundation is provided with suitable outlets, the moisture accumulated under the top crust will drain off quicker, and the underlying subsoil become stable sooner than with the close filled impervious foundation course where the moisture is frozen into the subsoil.

One of the principal reasons for the large amount of broken pavements, developing the past season, is that the pavements were not constructed sufficiently strong to carry during the trying periods the heavy loads to which the highways are now subjected, by reason of the rapid increase in number and weight of commercial trucks and busses, especially where they are operating on regular daily schedules.

A large percentage of the mileage of improved highways in this State were designed and only intended to carry a gross load of about three tons moving at a speed of four miles per hour, and many of these roads are now subjected to gross loads of seven to ten tons moving at a speed of twelve to fifteen miles per hour.

The Division Engineers were requested during the past summer to report the improved highways which, in their opinion, were not structurally strong enough to withstand, during the spring months, the traffic to which they are now being subjected, and the total length of improved highways so reported was 1,939 miles, which were improved at a probable cost of \$20,000,000 and are now considered not sufficiently strong to withstand the traffic to which they are now subjected, and this traffic, that of the motor truck and bus, is increasing by leaps and bounds, not only the number of such vehicles but the gross weight of the vehicle.

I have taken a long way around to lead up to this subject, the *gross weight* of the vehicles traversing the improved State and county highways; it is, however, to emphasize the following recommendation:

That the gross weight of vehicles which may traverse the improved highways be restricted by legislature enactment in order that a pavement may be designed for such load, with some assurance that when constructed it will meet the traffic requirements.

With no restrictions on the gross load that may be carried on one axle, there can be no assurance that any pavement will be constructed of sufficient strength and stability that will meet the requirements of traffic which may be developed during the reasonable expectancy of life of the pavement.

Another unusual condition to be remembered in connection with the season of 1916 is the damage occasioned by cloudbursts and floods. Extensive extraordinary repairs became urgently necessary as the result of abnormal or extreme conditions, localized in the western part of the State, due to damage caused by the erosion by the larger streams, notably the Genesee river and Cattaraugus creek at their flood stage, during the spring run-off, and also three excessive storms of the nature of cloudbursts which occurred during the months of May, June and July, and were concentrated on limited areas in Steuben and Allegany counties. It has been estimated that it would cost in excess of \$100,000 to repair this damage, and expenditures on this account to the amount of \$75,000 have been made. The topography of this section of the State is hilly and the improved highways usually follow the valleys.

These storms caused the streams to leave their former channels and in some instances to form new ones, occupying the location where our improved highway had been for considerable distances, earth embankments, macadam, and even concrete pavement being swept away by the rushing waters, large quantities of soil, gravel and other debris being washed down the slopes and left deposited upon our paved roadways, clogging ditches and culverts, bridges and culverts being washed out.

The urgent need was first to restore conditions to make traffic possible, then to do protective work and later to replace paved surfaces.

The restoration of embankments, raising the grade in some instances to avoid recurrence of future trouble if possible, protecting the slopes with suitable retaining walls, rip-rap paving or timber cribbing was promptly begun and is now practically completed.

In many of these instances the pavement has not as yet been restored, but the fills have been lightly surfaced with best local

material available, it being deemed prudent to allow some time for the new embankments to consolidate, the scarcity of labor being another reason.

Work of this nature obviously cannot be forecasted and provided for in a specific schedulized budget, and indicates the necessity for an unassigned fund.

CONVICT LABOR

Section 179 of the Prison Law provides in part as follows:

“Employment of convicts on public highways. The superintendent of state prisons may employ or cause to be employed the convicts confined in the state prisons in the repair of state and county highways at any place within the state upon request of the state commission of highways, * * * The expense of maintenance of such convicts while employed in repairing a state or county highway shall be borne by the state and paid by the state commission of highways, in the same manner as other expenses in repairing such highways.”

Under authority of this section of the Prison Law, arrangements were made with the Prison Department for the assignment of State convicts upon the work of maintenance and repair of the improved highways, to be furnished from Auburn, Great Meadow and Sing Sing State prisons.

Two general methods of handling the prisoners were tried out. By one method, where the work was within twenty miles of the prison, the men were taken from the prison each morning and conveyed to the work with a motor truck and returned to the prison in time for the evening meal, food being furnished direct by the prison. The alternate method consisted of housing the men in a rented house in the vicinity of the work, provisions supplied from local sources, and the camp maintained by two additional prisoners, a cook and a barber. Auburn prison furnished men for four such camps and Great Meadow for two camps, while from Sing Sing the men were transported to and from the prison each day.

The result of these experiments would indicate that within restricted limits it is more economical to transport the men from

WASHOUT CAUSED BY SUMMER FLOOD ON STATE HIGHWAY NO. 5348, STEUBEN
COUNTY.



SAME AS ABOVE AFTER ROADWAY WAS RESTORED, SHOWING NEW TIMBER CRIB
BANK PROTECTION.



and to the prison daily than to maintain them in established local camps, but that about ten miles is the economical radius of operation from the prison center, and for work at a greater distance, the local camps are preferable.

The scarcity of laborers available for work on the highways during the past season made convict labor very acceptable and highly desirable to the Highway Department, and it is believed that the use of convicts on the highway work resulted in a considerable saving to the State both in the Highway Department and in the Prison Department, and it is recommended that the practice be continued at least as long as the present stringency in the labor market continues.

Reference is made to the following reports from Division Engineers in regard to the work performed and costs of same:

From Wm. A. Acheson, Division Engineer, Syracuse, N. Y., in connection with men supplied from Auburn prison:

“The use of convict labor was started in Division No. 6

during the season of 1916 by the establishment of four

camps at the following locations:

Camp No. 1. Established May 10th at Camillus with one guard and seventeen convicts, disbanded September 21, 1916. Number of days worked, based on an eight-hour day.....	2,033
Camp No. 2. Established May 18th at Euclid, with one guard and fifteen convicts, disbanded October 15, 1916. Number of days worked, based on an eight-hour day	3,312
Camp No. 3. Established May 26th at Cato, with one guard and fifteen convicts, disbanded September 22, 1916. Number of days worked, based on an eight-hour day	2,521
Camp No. 4. Established June 26th at Skaneateles, with one guard and seventeen convicts, disbanded July 31, 1916. Number of days worked, based on an eight-hour day.....	840

Total number of working days.....	8,706
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With each camp there was an officer, and at three of the larger camps a foreman also lived, thus eliminating the necessity of an extra guard.

The sites of these camps were selected so that they would be in the vicinity of a network of roads, thus preventing the necessity of changing the location of the camp.

The subsistence for the camps was secured at the Auburn State prison, the provisions being delivered to the different camps by a small automobile truck. As fresh meat was supplied it was found necessary that the commissary truck should visit each camp at least twice a week; the cost of subsistence of convicts and guards was 35.8 cents per man per day.

During the entire season 170 different convicts were employed. The average number employed daily was 115 men.

The following is a tabulation showing the convict cost during the entire season:

Maintenance of Convicts

Food, medicine and house incidentals..	\$3,122 91	
Transportation of convicts	986 91	
Gasoline, tires and supplies for Ford commissary truck	218 76	
Delivery man on Ford truck.....	349 50	
Rental of houses.....	144 00	
Repairs to Ford commissary truck.....	64 06	
Incidental expense, travel (prison guards)	20 12	
	<hr/>	\$4,906 26

Equipment Purchased

Ford truck	\$275 00	
Stoves (5) and stove supplies.....	107 90	
Lumber and nails for camp furniture..	47 15	
Trailer	122 00	
	<hr/>	552 05
		<hr/>
		\$5,458 31
		<hr/>

Direct Road Costs

Foremen, roller engineers, teams, watchmen..... \$8,498 64

Materials:

Stone	\$2,513 25	
Sand	57 80	
Gravel	420 30	
Bituminous material	4,439 08	
Cement	108 35	
Dynamite	44 16	
Drain tile	84 20	
Lumber and nails for forms	80 40	
Expanded metal	11 97	
Cement coater	13 50	
	<hr/>	7,773 01
Repairing tools		5 30
Coal for rollers		43 93
Oil, waste and small repairs to rollers		44 05

Equipment Rented

Roller	\$120 00	
Concrete mixer	20 00	
	<hr/>	140 00
		<hr/>
		\$21,963 24
		<hr/> <hr/>

From H. O. Schermerhorn, Division Engineer, Albany, N. Y., in connection with men supplied from Great Meadow prison:

About 2,300 feet of Highway No. 722, Washington county, which was in very bad condition, was entirely rebuilt with a waterbound macadam surface by prison labor during July, August, September and October, 1916; a total of 2,377 days labor was used or an average of 18.7 men working a period of 127 days.

The prison camp was located 400 feet from this road and contained from ten to twenty-five men, the number varying according to the available prisoners, who were changed from time to time and carried to and from Comstock prison in automobiles.

On this particular job, prison labor did not prove economical, due partly to the large amount of overhead expense required, such as rental of roller, water wagon, gasoline pump, etc.

The clay banks along roads Nos. 1115 and 1116, Rensselaer county, had slid so as to fill up the ditches and in many cases covered a portion of the macadam. These banks were removed during July, August and September, 1916, by the use of prison labor consisting of a gang of approximately twenty prisoners for a period of sixty-four days, a total of 1,280 working days. These prisoners were secured from Comstock prison and housed a short distance from the road. The material was removed from the ditches by means of picks, shovels and wheel-barrows, in most cases being wheeled across the highway and dumped over the bank, thereby widening the shoulders on the opposite side of the road.

These prisoners were also used to apply the cover for the oiling of about sixteen miles of road, located in various parts of the county.

While working on the Rensselaer-Castleton road, the prisoners either walked to and from the job or were transported by the Albany-Castleton bus. When employed in applying cover for oiling work, due to the long distance from camp, it was necessary to transport the prisoners in a three-ton truck owned by this Department.

In both cases the prisoners were fed at the camp, one prisoner acting as cook and general camp attendant. All supplies were purchased directly by the guard in charge, bills for which were approved by the warden and later paid by this Department. The prisoners, including baggage, were transported from Comstock prison to the Rensselaer-Castleton road by train to Albany, thence by automobile truck to the camp a few miles below Rensselaer.

Due to the numerous changes in the personnel, the prisoners in the Washington county camp were less efficient than in the Rensselaer county camp, one man being estimated to be the equivalent of about four-tenths of a common laborer, while in the Rensselaer county camp, it was estimated that one prisoner was equivalent to about seven-tenths of a common laborer.

From B. H. Wait, Division Engineer, Poughkeepsie, N. Y., in connection with men supplied from Sing Sing prison:

During the season of 1916 convicts were used on the maintenance of roads in Westchester county to the extent of a total of 2,662 convict days; the average number of men used per day was about eighteen. These men were not camped but were transported in motor trucks from Sing Sing prison to the site of the work each day.

The total amount of work done by these convicts with the help of State foreman, auto-truck and chauffeur, was to make repairs to 12.14 miles of road surface, clean 17.4 miles of shoulders and ditches, and to apply oil and cover to 13.45 miles of road.

The actual cost of this work was as follows:

Chauffeur's salary	\$358 33
State auto truck, expenses, depreciation, etc.....	881 96
Foreman's salary	158 00
Team hire	20 63
Food and tobacco for convicts.....	818 44
	<hr/>
	\$2,237 36
	<hr/>

The estimated cost to the State of doing this work on a basis of \$2.50 per day for labor would have been \$2,650. In other words there was an apparent saving by the use of convicts of about \$412.64 or approximately 16 per cent. This saving can, I believe, be increased materially under present conditions if the men are placed in a camp alongside the road where a full day's work can be obtained. Under the scheme in Westchester county last season it was impossible to average more than six and one-half hour's actual time on the job, as the rest of the day was spent in transportation to and from the work. The convicts themselves are much more satisfied and it is believed will do better work if they are housed away from the prison where sleeping conditions are better and where, in case of rainy days, etc., they do not have long rides with wet clothes."

Respectfully submitted,

FRED W. SARR,

Second Deputy Commissioner.

GENERAL STATEMENT COVERING MAINTENANCE WORK BY COUNTIES

ALBANY COUNTY

In this county there are 172.09 miles of improved State and county highways, of the following types:

- 100.42 miles of waterbound macadam.
- 42.37 miles of bituminous macadam asphalt binder.
- 4.83 miles of bituminous macadam tar binder.
- 10.63 miles of second-class concrete.
- 2.87 miles of first-class concrete.
- 8.94 miles of brick pavement.
- .14 mile of stone block.
- .60 mile of Hendersonian pavement.
- 1.29 miles of Warrenite pavement.

Of which 6.81 miles are within the corporate limits of cities.

Of the total mileage indicated above 19.05 miles were reconstructed or placed under contract for reconstruction at a total cost of \$102,865.

56 miles were given a surface treatment or placed under contract for surface treatment at a total cost of \$19,720.

54 miles were extensively repaired by the departmental repair gangs at a total cost of \$37,104.

145 miles were maintained by patrolmen with material supplied by the department at a total cost of \$30,012.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Type	Cost
367	Glenmont-Feura Bush	6.77	W. B. mac.	\$33,487 26
178	Delaware, Pt. 3	7.36	W. B. mac.	27,052 56
177	Schoharie, Pt. 1		Bit. mac.	
	Schoharie, Pt. 2	3.86	W. B. mac.	24,439 16
5010	Slingerland-New Scotland	1.06	Con	17,886 02
Total		19.05		\$102,865 00

The following roads were given a surface treatment.

Road	Miles	Type of Pavement
193	6.33	L. H. O. with sand cover.
508	2.97	L. H. O. with sand cover.
979	8.27	L. H. O. with sand cover.
1184	1.77	L. H. O. with sand cover.
5499	0.59	Cold tar and screenings.
177	0.29	Cold tar and screenings.
178	7.38	Cold tar and screenings.
192	0.84	Cold tar and sand.
198	2.61	Cold tar and screenings.
365	1.90	Cold tar and screenings.
366	6.85	Cold tar and screenings.
367	6.77	Cold tar and screenings.
1220	6.70	Cold tar and sand.
5501	2.86	Cold tar and screenings.

Special Work

On Highway No. 193, where exceptionally bad bottom was encountered and bad breakage had occurred, the old road metal was entirely removed and sub-base approximately 1½ feet in depth placed, and a new surfacing built. The sub-base material was shale obtained from a nearby ledge which was quarried by departmental forces.

The same method of construction was employed on a short stretch of road 5499.

Summary of Expenditures

Reconstruction	\$102,865 00
Surface treatment	19,720 00
Departmental material, labor and equipment	54,338 00
Patrol	12,778 00
Engineering, supervision and expenses	16,148 00
Total	<u>\$205,849 00</u>

ALLEGANY COUNTY

In this county there are 82.57 miles of improved State and county highways, of the following types:

19.90 miles of waterbound macadam.

18.34 miles of bituminous macadam, penetration method.

35.19 miles of concrete requiring surface treatment.

9.14 miles block pavement.

Of the total mileage indicated above 15.42 miles were given a surface treatment of bituminous material with cover at a total cost of \$5,406.99.

41.39 miles were extensively repaired by the departmental repair gangs at a total cost of \$23,273.51.

The remaining 41.18 miles were repaired by repair gangs at a total cost of \$4,701.65.

62.57 miles after having been restored to a proper condition were maintained by patrolmen with materials supplied by the department at the total cost of \$12,450.13.

Of the roads surface treated:

Type of treatment	Cover	Mileage
Bit. mat. T. cold application	No. 1 slag	7.22
Bit. mat. L. H. O.	No. 1 slag	8.20

Special Work

During the past season a number of highways in this county were badly damaged by an exceptional flood condition which prevailed all along the Genesee Valley, attended by heavy cloudbursts and many days of heavy and continuous rainfall.

The highways referred to above are as follows:

East Rushford—Gordonville Bridge C. H. No. 801

Removal of slides, backfilling of eroded shoulders and embankments, at various places along 4 miles of road to an amount of 1,450 cubic yards at a total cost of \$1,050.

NOTE.—All the above work and cost would be included under a heading of "extraordinary repairs," caused by aforementioned flood.

Friendship-Bolivar, Part 1, C. H. 964

Removal of slides, backfilling of eroded shoulders and embankments at various places along 5 miles of road to an amount of 1,750 cubic yards and patching of pavement at a total cost of \$1,900.47.

NOTE.—Of the above cost \$1,400 would be included under a heading “extraordinary repairs,” caused by aforementioned flood. The \$1,400 includes cost of 1,700 cubic yards of embankment and 9,000 square yards of patching. Five hundred dollars and forty-seven cents covers costs of extensive repairs to pavement due to ordinary causes.

Obi-Cuba County Highway 965

Removal of slides, backfilling of eroded shoulders and embankment at various points along highway, building 350 cubic yards of third-class masonry laid in cement mortar, 26 cubic yards of second-class concrete, 185 cubic yards of dry wall, 6,200 cubic yards of embankment and patching of pavement at a total cost of \$7,020.

NOTE.—Of the above cost \$6,631 would be included under a heading “extraordinary repairs,” caused by aforementioned flood. Three hundred and eighty-nine dollars covers costs of extensive repairs to pavement due to ordinary causes.

Cuba-Friendship State Highway 5174

Backfilling of eroded shoulders, cleaning of ditches and culverts and extensive repairs to pavement \$1,552.77.

All of the above work and costs would be included under a heading of “extraordinary repairs,” caused by the aforementioned flood. This work of repairs to pavement, backfilling shoulders, cleaning of ditches and culverts extended along 3½ miles of highway.

Wellsville-Andover State Highway 5481

Removal of 2,460 cubic yards of slides, cleaning of shoulders and ditches, building 200 linear feet of concrete shoulders as protection from further erosion, and 200 cubic yards of dry wall at a total cost of \$2,661.

All of the above work and cost would be included under the heading "extraordinary repairs" caused by the aforementioned flood.

Andover-Alfred Station-Almond S. H. 5502

Removal of slides to an amount of 7,600 cubic yards, patching, reconstruction and repuddling of 1,200 linear feet of top course waterbound macadam, building of 300 cubic yards of dry walls for bank protection and straightening of 200 linear feet of retaining wall, at a total cost of \$7,469.94.

All of the above work and cost would be included under the heading "extraordinary repairs" caused by the aforementioned flood.

Summary of Expenditures

Reconstruction	none.
Surface treatment	\$5,406 99
Departmental material and labor	30,119 22
Patrol	6,843 00
Engineering, supervision and expenses	3,463 07
	<hr/>
	\$45,832 28
	<hr/> <hr/>

BROOME COUNTY

In this county there are 129.49 miles of improved state and county highways, of the following types:

- 3.22 miles of brick pavement.
- 0.68 miles of cement concrete pavement.
- 0.11 mile of second-class concrete.
- 0.43 mile of Hassam concrete.
- 38.79 miles of bituminous macadam Pen. Method.
- 3.22 miles of bituminous sub-base macadam.
- 82.57 miles of waterbound macadam.
- 0.47 miles of gravel road.

Not included in this mileage there are 5.47 miles of brick pavement in the city of Binghamton.

Of the total mileage indicated above 0.48 miles was reconstructed or placed under contract for reconstruction at a total cost of \$10,435.

WASHOUT CAUSED BY SUMMER FLOOD ON STATE HIGHWAY NO. 5348, STEUBEN
COUNTY. TYPE, BITUMINOUS MACADAM ON CONCRETE FOUNDATION.

SAME ROAD AS SHOWN ABOVE AFTER THE SURFACE HAD BEEN RESTORED.



22.53 miles were given a surface treatment of bituminous material with cover, at a total cost of \$11,850.

121 miles were extensively repaired by the department repair gangs, at a total cost of \$34,411.

125 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$11,304.

Of the roads reconstructed:—

No.	Name	Length	Type	Cost
125	Lestershire.....	0.48	Cement—Concrete.....	\$10,435

Of the roads surface-treated.

Type of treatment	Cover	Mileage
L. H. O.	Gravel	2.59
L. H. O.	No. 1. Limestone	1.00
L. H. O.	No. 1. Trap Rock	8.05
L. C. T.	Sand	8.05
L. C. T.	No. 1. Limestone	1.70
L. C. T.	Gravel	1.14

Summary of Expenditures

Reconstruction	\$10,435 00
Surface treatments	11,850 00
Departmental material, labor and equipment	34,411 00
Patrol	11,304 00
Engineering, Supervision and Expenses	6,200 00
Total	\$74,200 00

CATTARAUGUS COUNTY

In this county there are 54.87 miles of improved State and county highways of the following types:

10.69 miles of waterbound macadam.

16.73 miles of bituminous macadam, pen. method.

15.92 miles of second-class concrete.

8.73 miles of first-class concrete.

2.80 miles of block pavement.

Of the total mileage indicated above, 2.62 miles were resurfaced at a total cost of \$27,553.17.

14.58 miles were given a light surface treatment, with cover, at a total cost of \$5,359.48.

52.25 miles were maintained and repaired by departmental labor and material at a total cost of \$20,421.74.

Roads Resurfaced

Name	Location	Length	Type	Cost
5137 Olean-Hinsdale-	Hinsdale...	.....	3-in. bit. mac.....	\$27,553.17
Cuba.....	Ischua....	2.62 miles	Top, penetration with slag bottom where necessary.	

14.58 miles, consisting of 10.48 miles of bituminous macadam and 4.10 miles of waterbound macadam, were given a surface treatment of bituminous material "T," H.C.T. C.A., with 15 pounds of screenings per square yard for cover, at a total cost of \$5,359.48.

Summary of Expenditures

Departmental material, labor and equipment.....	\$17,754 74
Patrol	2,667 00
Engineering, supervision and expenses.....	2,731 33
Resurfacing	27,553 17
Oiling	5,359 48
	<hr/>
	\$56,065 72
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Expenditure for Maintenance and Repair of Various Types of Pavement

10.69 miles of waterbound macadam were maintained at a total cost of \$7,376.76.

16.73 miles of bituminous macadam were maintained at a total cost of \$39,062.55.

15.92 miles of concrete bituminous top were maintained at a total cost of \$8,733.99.

8.73 miles of first class concrete were maintained at a total cost of 791.26.

2.80 miles of block pavement were maintained at a total cost of \$101.16.

CAYUGA COUNTY

In this county there are 103.28 miles of improved State and county highways of the following types:

- 1.41 miles of gravel roads.
- 23.33 miles of water bound macadam.
- 64.32 miles of bituminous macadam, pen. method.
- 11.52 miles of tar bound macadam, pen. method.
- 2.70 miles of block pavement.

Of the total mileage indicated above 8.85 miles were resurfaced or placed under contract for resurfacing at a total cost of \$60,332.

25.31 miles were given a surface treatment of bituminous material L. H. O. with cover at a total cost of \$10,266.

35.91 miles were extensively repaired by the Departmental repair gangs at a total cost of \$12,527.

7.3 miles were extensively repaired by convict labor at a total cost of \$4,452.

25.91 miles were maintained by patrolmen with material supplied by the department at a total cost of \$2,426.

Of the roads resurfaced:—

Name	Location	Length	Type	Cost
Moravia-Niles...	Moravia, north for 2.76 miles.....	2.76	Bit. mac....	\$24,014 00
Moravia-Niles...	Town of Niles.....	3.33	Bit. mac....	19,012 00
Auburn-Owasco.	East side Owasco Lake through Owasco village to Onondaga County line.	2.76	Bit. mac....	17,306 00
		8.85		\$60,332 00

Summary of Expenditures

Resurfacing	\$60,332 00
Surface treatments	10,266 00
Departmental materials, labor and equipment....	17,604 00
Patrol	7,205 00
Engineering, supervision and expenses.....	6,744 00
Total	\$102,151 00

CHAUTAUQUA COUNTY

In this county there are 48.97 miles of improved State and county highways of the following types:

- 3.97 miles of waterbound macadam.
- 6.31 miles of bituminous macadam, pen. method.
- 5.20 miles of concrete requiring surface treatments.
- 5.17 miles of first class concrete.
- 28.32 miles of block pavement.

The total mileage indicated above was maintained and repaired by patrolmen and patrol gangs at a total cost of \$19,564.12 as follows:

3.97 miles of waterbound macadam were maintained at a total cost of \$1,918.80.

6.31 miles of bituminous macadam were maintained at a total cost of \$1,985.39.

5.20 miles of second class concrete were maintained at a total cost of \$3,160.23.

5.17 miles of first-class concrete were maintained at a total cost of \$680.52.

28.32 miles of block pavement were maintained at a total cost of 4,598.95.

Extraordinary repairs were made on road 5452, due to the change of course of Cattaraugus creek, washing out the entire roadway for a distance 250 feet in length. 250 lineal feet of sheet piling, 24 feet in height, and 5,000 tons of two man stone were used to protect embankment and with the necessary fill, at a total cost of \$11,206.35.

Summary of Expenditures

Departmental labor, material and equipment.....	\$19,564 12
Patrol	2,187 00
Engineering, supervision and expenses.....	1,799 12
Total	<u>\$23,550 24</u>

CHEMUNG COUNTY

In this county there are 67.76 miles of improved State and county highways of the following type:

52.47 miles of waterbound macadam.

6.68 miles of bituminous macadam penetration method.

5.42 miles of block pavement.

2.68 miles of sub-base bituminous.

.51 mile of bituminous macadam mixing method.

Of the above mileage 4.99 miles of block pavement are within city limits.

Of the total mileage indicated above 2.34 miles were reconstructed or placed under contract for reconstruction at a total cost of \$12,252.

38.75 miles were given a surface treatment of bituminous material with cover, at a total cost of \$16,757.65.

29.95 miles were extensively repaired by patrol gangs at a total cost of \$15,380.

29.54 miles were repaired by patrol gangs at a total cost of \$3,648.46.

63.89 miles after having been restored to a proper condition were maintained by patrolmen with material supplied by the department at a total cost of \$14,808.85.

2.34 miles of Erin-Horseheads County Highway No. 356 was reconstructed with 3-inch bituminous macadam, penetration method at a cost of \$12,252.

Of the road surface treated:

Type of treatment	Cover	Mileage
H. C. T.....	No. 1 slag.....	4.51
L. H. O.....	No. 1 stone.....	6.88
L. H. O.....	No. 1 slag.....	1.04
L. H. O.....	No. 1 slag.....	7.14
L. H. O.....	No. 1 slag.....	.75
L. H. O.....	No. 1 stone.....	2.51
L. H. O.....	No. 1 slag.....	1.83
L. H. O.....	No. 1 stone.....	5.47
L. H. O.....	No. 1 stone.....	8.62

Special Work

Due to the severe season on roads in general throughout Chemung county, the alternating freezing and thawing left a number of roads in the spring badly broken up by frost boils, which necessitated considerable cost to restore them to a proper condition.

Southport, Part 3, County Highway No. 29

Excavating of frost boils, constructing sub-base bottom course and top course macadam with extensive patching, at a total cost of \$2,718.

Erin-Horseheads, County Highway No. 356

Scraping shoulders, excavating frost boils and building sub-base and top course macadam, extensive patching preparatory to oiling along entire length, at a total cost of \$3,730.

Grand Central Avenue, Part 1, County Highway No. 357

Scraping shoulders, cleaning of ditches and extensive patching and levelling up pavement preparatory to oiling, at a total cost of \$1,900.

Horseheads-Corning, County Highway No. 358

Scraping shoulders, excavating frost boils and building sub-base and top course macadam, extensive patching preparatory to oiling along entire length, at a total cost of \$2,550.

Grand Central Avenue, Part 2, County Highway No. 725

Raised grade between sta. 29+00 and sta. 35+50 and constructed macadam top course, scraped and cleaned shoulders and ditches, and extensively patch pavement, at a total cost of \$1,182.

Horseheads Village State Highway No. 5162

Extensive patching and levelling up top course full length of road preparatory to oiling, at a total cost of \$500.

Elmira-Lowman, State Highway No. 5207

Replacing of 5 x 5 culvert at sta. 148+00 63 feet long with the necessary excavation and back fill, culvert being located in a deep

ravine necessitated 850 cubic yards of excavation. This with excavation of numerous frost boils, replacing sub-base, reconstructing top course, extensive patching and levelling of top course preparatory to oiling made a total cost of \$1,800.

Lowman Waverly, Part 3, State Highway No. 5289

Opening up ditches, removing high shoulders and extensive patching, at a total cost of \$1,000.

Summary of Expenditures

Reconstruction	\$12,252 00
Surface treatment	16,757 65
Departmental material, labor and equipment.	21,560 14
Patrol	7,548 75
Engineering, supervision and expenses.	4,728 42
	<hr/>
	\$62,846 96
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CHENANGO COUNTY

In this county there are 119.87 miles of improved State and county highways of the following types:

- 1.08 miles of brick pavement.
- 2.33 miles of second-class concrete.
- 4.18 miles of Hassam concrete.
- 48.40 miles of bituminous macadam penetration method.
- 58.17 miles of waterbound macadam.
- 4.71 miles of gravel road.

Not included in this mileage there are 2.23 miles of highways within the city of Norwich of the following types:

- 0.72 miles of brick pavement.
- 1.51 miles of bituminous macadam.

Of the total mileage indicated above 2.25 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$12,240.

23.01 miles were given a surface treatment of bituminous material with cover at a total cost of \$12,950.

116 miles were extensively repaired by the departmental repair gangs, at a total cost of \$23,240.

116 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$9,970.

Of the roads reconstructed:

No.	Name	Length	Type	Cost
598	Norwich-Preston.....	2.25	Bit. Mac....	\$12,240

Of the roads surface-treated:

Type of treatment	Cover	Mileage
L. C. O.....	No. 1 limestone.....	3.72
L. H. O.....	No. 1 limestone.....	7.59
H. C. T.....	No. 1 limestone.....	4.42
L. C. T.....	Sand.....	7.28

Summary of Expenditures

Reconstruction	\$12,240 00
Surface treatments	12,950 00
Departmental material, labor and equipment.....	23,240 00
Patrol	9,970 00
Engineering, supervision and expenses.....	5,500 00
Total	<u>\$63,900 00</u>

CLINTON COUNTY

In this county there are 136.72 miles of improved State and county highways, of the following types:

42.33 miles of waterbound macadam.

21.46 miles of bituminous macadam tar binder.

71.35 miles of bituminous macadam asphalt binder.

1.28 miles of second class concrete.

0.30 miles of brick pavement, of which 2.89 miles are within corporate limits of cities.

Of the total mileage indicated above 5.81 miles were reconstructed or placed under contract for reconstruction at a total cost of \$27,546.57.

48.72 miles were given a surface treatment of bituminous material with cover at a total cost of \$17,649.

8.3 miles were extensively repaired by the Departmental repair gangs at a total cost of \$2,031.

133.83 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$17,860.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Type	Cost
476	Ausable Forks-Clintonville.....	5.38	Bit. mac.....	
651	Clintonville-Keeseville.....	0.43	Bit. mac.....	\$27,546 57
		<u>5.81</u>		<u>\$27,546 57</u>

The following roads were given a surface treatment:

Road	Miles		Type of treatment
822	6.72	T. C. A.	ore tailings cover
56	0.82	L. H. O.	ore tailings cover
137	4.52	L. H. O.	ore tailings cover
5311	3.35	L. H. O.	ore tailings cover
138	5.31	T. C. A.	ore tailings cover
260	4.31	T. C. A.	ore tailings cover
5102	6.52	L. H. O.	ore tailings cover
822	6.72	T. C. A.	ore tailings cover
859	0.67	T. C. A.	ore tailings cover
258	5.44	T. C. A.	ore tailings cover
533	4.34	T. C. A.	stone dust cover

Special Work

On Road No. 5311, at a point just south of Ausable River, 184 lineal feet of improved road consisting of 3 inch bituminous macadam top course, and 6 inch foundation course layed on 5½ feet embankment was washed away by a freshet, February 29th, 1916, also a hole measuring 126 feet along the center line of macadam by 176 feet maximum width and 22 feet maximum depth was scoured out. Embankment consisted of sand. An idea of the damage may be obtained from photographs which show water and ice

flowing through opening in fill. In order to make repairs it was decided to depress grade to about 18 inches above elevation of surrounding fields, so that in case of future high water, road would offer less resistance and allow same to flow over. To get the proper grade it was necessary to begin about 350 feet north of washout and 175 feet south of same, tear up old road metal, do the required grading, and reconstruct top and foundation courses. The old bituminous macadam was laid aside and when grade and foundation course had been prepared brought back to road, spread, rolled and afterwards given surface treatment of H. C. T.-C. A. with ore tailings cover. This proved quite satisfactory. The remaining 150 lineal feet of top course across the washout proper was built of H. G. R. No. 1 mixed with No. 2 stone to a depth of 2 inches. 4,413 cubic yards of earth were moved to make embankment and fill in large hole, besides 213 cubic yards of stone fill. The slope was protected on each side by 83 cubic yards of rip rap 6 inches thick. 464 lineal feet of guard rail was recovered and rebuilt from 1,200 lineal feet torn out by ice and water. Above work was done by Department forces at a cost of \$2,882.99.

On Road No. 476, 700 cubic yards of rock and earth were taken out of a side hill cut to make a better view around sharp curve. Also 3 railroad grade crossings, all on reverse curves, were greatly improved by widening macadam and shoulders. This work was done by contract at a cost of \$661.78.

Summary of Expenditures

Reconstruction	\$27,546 57
Surface treatment	17,649 00
Departmental material, labor and equipment	11,959 00
Patrol.	7,932 00
Engineering, supervision and expenses	4,950 00
Total	<u><u>\$70,036 57</u></u>



WASHOUT CAUSED BY SUMMER FLOOD ON COUNTY HIGHWAY No. 906, STEUBEN COUNTY.

COLUMBIA COUNTY

In this county there are 85.62 miles of improved State and county highways of the following types:

- 6.67 miles of gravel.
- 33.28 miles of waterbound macadam.
- 44.13 miles of bituminous macadam penetration method.
- 1.16 miles of first-class concrete.
- 0.38 miles of block pavement.

Of the total mileage indicated above, 2.72 miles were reconstructed by contract at a total cost of \$11,303.

37.83 miles were given a surface treatment of bituminous material with cover at a total cost of \$13,254.

22.35 miles were extensively repaired by the departmental repair gangs at a total cost of \$7,835.

81.74 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$14,527.

Reconstruction

Road No. 589, Nevis-Blue Store, 2.72 miles formerly of water-bound macadam, were reconstructed by contract with a 3 inch bituminous macadam, penetration method, at a cost of \$11,303.

Surface Treatment

21.38 miles were given a surface treatment of light cold oil and No. 1 crushed stone or local gravel where available at a cost of \$7,146.

16.45 miles were given a surface treatment of cold application tar and No. 1 crushed stone or local gravel where available at a cost of \$6,109.

Summary of Expenditures

Reconstruction	\$11,303 00
Surface treatments	13,254 00
Departmental material, labor and equipment.	17,250 00
Patrol	5,112 00
Engineering, supervision and expenses.	4,681 00

Total.	\$51,600 00

CORTLAND COUNTY

In this county there are 81.17 miles of improved State and county highways of the following types:

55.20 miles of waterbound macadam.

*24.72 miles of bituminous macadam penetration method.

1.25 miles of block pavement.

(*0.76 miles of bituminous macadam are wholly within the city limits of Cortland.)

Of the total mileage indicated above 43.20 miles were given a surface treatment of bituminous material with cover at a total cost of \$13,078.01.

2.70 miles were resurfaced at a total cost of \$12,205.34.

66 miles were extensively repaired by departmental repair gangs at a total cost of \$22,099.

15.17 miles were maintained by patrolmen with material furnished by the department at a total cost of \$1,648.

11.29 miles were given a surface treatment of $\frac{1}{4}$ to $\frac{1}{3}$ gallons of light hot oil with cover of No. 1 crushed limestone.

32.02 miles were given a surface treatment of $\frac{1}{4}$ to $\frac{1}{3}$ gallon of cold tar with a cover of No. 1 crushed limestone.

Summary of Expenditures

Resurfacing	\$12,205 34
Surface treatments	13,078 01
Departmental material, labor and equipment	23,747 00
Patrol	6,741 00
Engineering, supervision and expenses	4,231 00
Total	<hr/> \$60,002 35

Of the roads resurfaced:

Name	Location	Length	Type	Cost
Cortland-Dryden Part 2	Running from the end of road 215 in Hamlet of South Cort- land southwesterly to the west line of Cortland County.	2.70	Bit	\$12,205 .34

DELAWARE COUNTY

In this county there are 140.04 miles of improved State and county highways of the following types:

96.91 miles of bituminous macadam penetration method.

43.13 miles of waterbound macadam.

Of the total mileage indicated above 1.13 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$24,965.

17.10 miles were given a surface treatment of bituminous material with cover, at a total cost of \$26,750.

118.30 miles were extensively repaired by the departmental repair gangs, at a total cost of \$23,500.

140 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$8,685.

Of the roads reconstructed:

No.	Name	Length	Type	Cost
36	Flesichmanns.....	1.13	Bit. mac., mixing method, type 2.	\$24,965 00

Of the roads surface treated:

Type of treatment	Cover	Mileage
L. C. O.	Sand.....	0.95
H. C. T.	I. O. T.	10.38
Heavy surface treatment	Local crushed stone..	5.77

Summary of expenditures

Reconstruction	\$24,965 00
Surface treatments	26,750 00
Departmental material, labor and equipment.....	23,500 00
Patrol	8,685 00
Engineering, supervision and expenses	5,600 00
Total	\$89,500 00

DUTCHESS COUNTY

In this county there are 140.45 miles of improved State and County highways of the following types:

75.98 miles of waterbound macadam.

59.94 miles of bituminous macadam, penetration method.

1.28 miles of bituminous macadam, mixing method.

2.46 miles of concrete requiring surface treatment.

0.79 miles of block pavement.

Of the total mileage indicated 4.47 miles were reconstructed at a total cost of \$26,991.

74.40 miles were given a surface treatment of bituminous material with cover, at a total cost of \$18,629.

38.53 miles were extensively repaired by the departmental repair gangs, at a total cost of \$5,897.

134.26 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$26,296.

Reconstruction

Road No. 223, South Road 1.77 miles, formerly of waterbound macadam were reconstructed by contract with a 2 inch bituminous macadam, penetration method, at a cost of \$8,753.

Road No. 537, Amenia-Wassaic, 1.18 miles, formerly of waterbound macadam were reconstructed by contract with a 3 inch bituminous macadam, penetration method, at a cost of \$6,935.

Road No. 552, Rhinebeck-Elizaville, 0.26 miles, rebuilt by Department forces with a 15 inch field stone foundation course and a 3 inch waterbound macadam top at a cost of \$2,196.

Road No. 627, Wicopee-Beekman, 0.49 miles, 7 ft. in center, rebuilt by Department forces, with a 12 inch field stone foundation course and a 3 inch waterbound macadam top at a cost of \$1,860.

Road No. 748, Pleasant Valley-Washington Hollow, 0.33 miles, 11 feet in center, rebuilt by Department forces with a 15 inch field stone foundation course and a 3 inch waterbound macadam top at a cost of \$1,748.

Road No. 5092, Red Hook-Rhinebeck, 0.33 miles, 11 feet in center, reconstructed by Department forces with a 15 inch field

stone foundation course and a 3 inch bituminous macadam penetration method top at a cost of \$4,762.

Road No. 5135, Hyde Park-Staatsburg, 0.11 miles, 8 feet in center formerly of bituminous macadam penetration method, reconstructed by Department forces with a 15 inch field stone foundation course, and a 2 inch mixed top bound with asphaltic binder emulsion, at a cost of \$737.

Surface Treatments

12.08 miles were given a treatment of light cold oil and cover of gravel or No. 1 crushed stone at a cost of \$2,816.

37.14 miles were given a treatment of light hot oil and cover of local gravel or No. 1 crushed stone at a cost of \$8,754.

25.18 miles were given a treatment of cold application tar and cover of gravel or No. 1 crushed stone at a cost of \$7,059.

Summary of Expenditures

Reconstruction	\$26,991 00
Surface treatment	18,629 00
Departmental material, labor and equipment	20,334 00
Patrol	11,733 00
Engineering, supervision and expenses	7,309 00
	<hr/>
Total	\$84,996 00
	<hr/> <hr/>

ERIE COUNTY

In this county there are 276.22 miles of improved State and county highways of the following types:

85.14 miles of waterbound macadam.
 58.59 miles of bituminous macadam.
 4.64 miles of concrete requiring surface treatment.
 20.96 miles of first-class concrete.
 106.89 miles of block pavement.

Of the total mileage indicated above, 15.43 miles were given a heavy surface treatment, resurfaced, reconstructed or placed under contract for same at a total cost of \$105,596.78.

4.398 miles were given a surface treatment of bituminous material with cover at a total cost of \$1,593.87.

92.46 miles were extensively repaired by the departmental repair gang, assisted by the regular patrolman, at a total cost of \$40,596.30.

65.21 miles were maintained by the patrolman, with material supplied by the department, at a total cost of \$16,911.48.

Roads reconstructed by contract:

Road	Name	Town	Length	Type	Cost
23	River, Sec. 1	Tonawanda . . .	0.58	Concrete . .	\$26,595 00
129	River, Sec. 2 and 3	Tonawanda . . .	1.90	Concrete . .	
529	Alden-Town Line- Marilla	Alden	3.55	Bit. mac . .	20,536 78

Heavy surface treatment by contract:

Road	Name	Town	Length	Type	Cost
523	Hamburg-No. Collins . .	Hamburg	0.52	Bit. mac . .	\$58,465 00
		Eden	7.62	Bit mac . .	
524	No. Collins-Lawtons . .	No. Collins . . .	1.26	Bit. mac . .	

4.398 miles of county highways 272 and 645 were given a surface treatment of H. C. T. C. A. with cover by departmental forces at a cost of \$1,593.87.

1.5 miles of 2 foot bituminous macadam shoulders were build along brick pavement county highway 69 east from the city line of Buffalo to accommodate exceptionally heavy traffic at a cost of \$1,870.70.

1.25 miles of sub-base, varying in thickness from 1 to 3 feet and averaging from 6 to 16 feet in width, was placed on county highway 86, where the road was badly broken in the spring, at a cost of \$3,446.12.

1.0 miles of county highway 373 were practically resurfaced with cold patch emulsion and stone at a cost of \$1,591.78.

1,500 feet of timber and stone creek bank protection were placed along the shoulders of county highway 751, where Cazenovia creek encroached near the brick pavement, at a cost of \$2,265.51.

1,000 feet of county highway 1036 that had badly heaved, was dug up; sub-base placed and the same resurfaced with a three-inch top of cold patch emulsion and stone at a cost of \$948.77.

1,000 feet of State highway 5054 that was badly broken in the spring were repaired with sub-base, averaging in thickness from 1 to 3 feet, and 16 feet wide, and extensively drained with drain tile, at a cost of \$2,576.54.

Summary of Expenditures

Reconstruction, resurfacing and heavy surface treatment	\$105,596 78
Surface treatments	1,593 87
Departmental material, labor and equipment	48,885 68
Patrol	12,519 00
Engineering, supervision and expenses	12,227 65
	<hr/>
	\$180,822.98
	<hr/>

Expenditure for Maintenance and Repair of Various Types of Pavement

85.14 miles of waterbound macadam were maintained, including repair contracts, at a total cost of \$135,328.17.

42.02 miles of bituminous macadam were maintained, at a total cost of \$16,693.57.

3.03 miles of amiesite pavement were maintained, at a total cost of \$200.

13.54 miles of Kentucky rock asphalt pavement were maintained, at a total cost of \$4,555.22.

106.89 miles of block pavement were maintained at a total cost of \$21,774.68.

20.96 miles of first class concrete pavement were maintained at a total cost of \$1,823.89.

4.64 miles of concrete pavement requiring surface treatment were maintained at a total cost of \$447.45.

ESSEX COUNTY

In this county there are 160.07 miles of improved State and county highways, of the following types:

- 38.63 miles of waterbound macadam.
- 3.69 miles of bituminous macadam, tar binder.
- 111.17 miles of bituminous macadam, asphalt binder.
- 6.06 miles of second class concrete.
- 0.52 miles of stone block pavement.

Of the total mileage indicated above 60.54 miles were given a surface treatment or placed under contract for surface treatment at a cost of \$20,666.

27.5 miles were extensively repaired by departmental repair gangs at a total cost of \$5,979.

138.87 miles were maintained by patrolmen with materials supplied by the department, at a total cost of \$19,140.

The following roads were given a surface treatment:

Road	Miles	Type of Treatment
232	2.64.....	L. H. O. and ore tailings.
744	3.77.....	T. C. A. and approved sand.
859	0.57....	L. H. O. and ore tailings.
1017	5.56.....	T. C. A. and ore tailings.
5180	5.39	} T. C. A. and approved sand.
5181	4.00	
5239	6.18.....	L. H. O. and approved sand.
5311	1.57.....	L. H. O. and ore tailings.
5500	7.18.....	T. C. A. and approved sand.

36.86

Special Work

On road 744, a waterbound road, long stretches were badly rutted. These were eliminated by filling with a mixture of No. 2 and No. 3 stone and H. G. R. No. 1, mixed by hand and tamped in place. Stone drains at each edge of macadam, 200 feet long and forty feet deep, were placed on a clay hill to dry out subgrade. The cost of the above work was \$481.

On road 1176 at station 59+13, a 5 x 5 culvert slab was placed including some 8 feet of excavation over culvert, at a cost of \$465.

On road 5011, some 1,500 feet of road (the washboard type) was put into first class condition, with H. G. R. and No. 1 stone, with ore sand, mixed by hand and rolled in place, at a cost of \$475.

Summary of Expenditures

Reconstruction	
Surface treatment	\$20,666 00
Departmental material, labor and equipment	16,334 00
Patrol	8,785 00
Engineering, supervision and expenses	4,351 00
	<hr/>
Total	\$50,136 00
	<hr/> <hr/>

FRANKLIN COUNTY

In this county there are 110.46 miles of improved State and county highways of the following types:

- 6.87 miles of gravel roads.
- 19.74 miles of waterbound macadam.
- 83.06 miles of bituminous macadam, pen. method.
- 0.79 miles of block pavement.

Of the total mileage indicated above, 2.5 miles were resurfaced at a total cost of \$11,915.55.

29.09 miles were given the surface treatment of bituminous material with cover, at total cost of \$9,076.20.

12.1 miles were extensively repaired by the departmental repair gangs, at a total cost of \$6,084.91.

108.96 miles were maintained by patrolmen with materials furnished by the Department at a cost of \$11,685.70.

Special Work

A retaining wall and pipe guard rail were reconstructed on road No. 5468, at a total cost of \$62.44.

Two catch basins were constructed on the same road at a cost of \$72.40.

Extensive grading, ditching and renewal of gravel surface was completed on road 9007, at a total cost of \$4,230.68.

Three new culverts were constructed on the same road at a cost of \$199.70.

Gravel shoulders were constructed on road 1089 at a cost of \$519.69.

Summary of Expenditures

Resurfacing	\$11,915 55
Surface treatments	9,076 20
Departmental materials, labor and equipment	10,384 61
Patrol	7,386 00
Engineering, supervision and expenses	5,739 73
Total	<u>\$44,502 09</u>

FULTON COUNTY

In this county there are 67.69 miles of improved State and county highways, exclusive of mileage in cities, of the following types:

23.89 miles of waterbound macadam.

45.30 miles of bituminous macadam penetration method.

Of the total mileage indicated above, 0.59 miles were reconstructed at a total cost of \$4,318.89.

33.66 miles were placed under contract for surface treatment of bituminous material with cover, at a total cost of \$12,309.64, of which 22.20 miles were completed at a cost of \$8,486.42.

24.50 miles were extensively repaired by the departmental repair gangs, at a total cost of \$13,325.58.

63.17 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$6,598.15, including stone and oil. (Patrol salaries \$4,921.50 and stone and oil \$1,676.65.)

The Northville-Chapmans Corners Highway No. 362 in the town of Northampton, for a distance of 0.59 miles, was resurfaced



WASHOUT CAUSED BY SUMMER FLOOD ON COUNTY HIGH-
WAY No. 3008, STEPHEN COUNTY.

SAME AFTER ROAD WAS RESTORED AND CONCRETE RE-
TAINING WALL WAS CONSTRUCTED.

with a 2-inch bituminous top, penetration method, at a total cost of \$4,318.89.

16.38 miles were given a surface treatment of bituminous material "T" high carbon, cold application, with a cover of No. 1 stone; and 5.82 miles were given a similar treatment, except that sand was used for cover.

Description of Special Work Done by Department Forces

On the Argersinger Highway No. 109, a sharp curve was widened and banked at a total cost of \$277.81.

On the Briggs Highway No. 110, for a distance of 0.22 miles, a 6-inch foundation course was laid, and then resurfaced with a 3-inch bituminous macadam top; on the other parts of the pavement, totaling 820 square yards, soft places were dug out and replaced with a 6-inch foundation course, and a 3-inch bituminous macadam top. Fifteen hundred and thirty square yards of holes and ruts in the macadam was repaired with No. 2 stone and binder. On 1,200 lineal feet of roadway the shoulders were rebuilt and ditch deepened. The total cost of this work was \$2,683.82.

On the Gloversville-Meco-Phelps Highway No. 246, the shoulders were scraped and ditches deepened the entire length of road. Fifty-nine hundred and fifty square yards of pavement was resurfaced approximately 3-inch thick with No. 3 stone and binder; also soft places over frost boils were taken out and replaced with 6-inch foundation course and a 3-inch bituminous top; old oil surface taken off and pavement repaired with H. G. R. No. 1 and Nos. 1 and 2 stone; crown reduced and curves banked with No. 3 stone and binder; the total treated in the above manner was 1,425 square yards. The total cost of the work was \$3,815.74.

On the Johnstown-Kecks Center Part 2, Highway No. 247, for a distance of 1.49 miles the shoulders were scraped; 600 feet the road was resurfaced with a 3-inch bituminous macadam top. Soft places totaling 480 square yards were taken up and replaced with a 6-inch foundation course and bituminous macadam top; also 80 square yards of ruts and depressions repaired with No. 2 stone and Binder. The total cost of this work was \$1,124.72.

On the Gloversville-Broadalbin Highway No. 248, the shoulders were scraped, ditches deepened and slides removed at a cost of \$741.80.

On the Johnstown-Tribes Hill, Part 1, Highway No. 361, the shoulders were scraped and ditches cleaned at a cost of \$631.29.

On the Mayfield-Northville, Part 2, Highway No. 541, for a distance of 5.12 miles the ruts and depressions were repaired, the old oil surface removed in places, 200 square yards resurfaced 3 inches thick with No. 3 stone and binder, and 1 mile of ditches cleaned at a total cost of \$1,652.21.

On the Johnstown-Broadalbin, Part 1, Highway No. 544, for a distance of 4 miles the shoulders were scraped, ditches deepened and three slides removed, 130 lineal feet of 4-inch tile underdrain was laid at a total cost of \$1,384.86.

On the Northville Village-Northampton Highway No. 5065, the ruts and depressions in the macadam were repaired at a cost of \$289.27.

On the Fonda-Johnstown, Highway No. 5096, for a distance of 0.64 miles, the shoulders were scraped, ditches deepened; and soft places totaling 390 square yards taken up and replaced with a 9-inch foundation course and a 3-inch bituminous top; also 160 square yards of ruts and depressions were repaired with No. 2 stone and binder. The total cost of the work was \$724.06.

Summary of Expenditures

Reconstruction — contract.....	\$4,318 89
Surface treatment — contract.....	11,750 80
Departmental material, labor and equipment.....	16,449 48
Patrol	4,921 50
Engineering, supervision and expenses.....	3,515 04
Total	<u>\$40,955 71</u>

GENESEE COUNTY

In this county there are 42.44 miles of improved State and county highways of the following types:

21.65 miles waterbound macadam.

20.35 miles bituminous macadam.

0.44 miles Topeka (concrete base).

Of the total mileage indicated above, 1.04 miles of road 586 was let by contract for heavy surface treatment at a cost of \$3,533.32 a mile. The balance of road, 4.54 miles, was repaired by departmental forces, which work consisted of scarifying road to remove old oil mat then given surface treatment of bit. mat. T. cold application, at a cost of \$203.52 a mile. Road No. 853 was also given a surface treatment of bit. mat. T. cold application and screenings by departmental forces, at a cost of \$188.38 a mile.

8.61 miles were given a surface treatment of bit. mat. and cover by departmental forces.

42.44 miles were maintained by patrolmen with material furnished by the Department at a total cost of \$5,870.47; 22 miles were extensively repaired by the departmental repair force at a total cost of \$1,795.98.

No contracts were let for surface oiling.

Summary of Expenditures

Heavy surface treatments.....	\$3,718 46
Departmental material, labor and equipment.....	5,659 25
Patrol	3,162 00
Engineering, supervision and expenses.....	1,995 61
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Total	\$14,535 32
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GREENE COUNTY

In this county there are 77.11 miles of improved State and county highways of the following types:

16.42 miles of waterbound macadam.

60.46 miles of bituminous macadam, penetration method.

0.23 miles of block pavement.

Of the total mileage indicated above 0.33 miles were reconstructed at a total cost of \$2,700.

18.57 miles were given a surface treatment of bituminous material with cover at a total cost of \$7,008.

16.39 miles were extensively repaired by the departmental repair gangs, at a total cost of \$5,156.

Reconstruction

Road No. 5367, Catskill-Athens, 0.33 miles was rebuilt with a 12-inch field stone foundation and a 3-inch top course, bituminous macadam, penetration method.

Surface Treatment

14.7 miles were treated with a cold application of tar and local gravel cover at a cost of \$5,194.

3.87 miles were treated with a cold application of tar and No. 1 broken stone cover at a cost of \$1,814.

Summary of Expenditures

Reconstruction	\$2,700 00
Surface treatments	7,008 00
Departmental material, labor and equipment	15,732 00
Patrol	6,627 00
Engineering, supervision and expenses	2,631 00
Total	<u>\$34,698 00</u>

HAMILTON COUNTY

In this county there are 42.94 miles of improved State and county highways, of the following types:

3.75 miles of waterbound macadam.

39.18 miles of penetration bituminous macadam.

Of the total mileage indicated above 8.43 miles were given a surface treatment of bituminous material with cover, under contract, at a total cost of \$3,504.29.

8.00 miles were extensively repaired by the departmental repair gangs at a total cost of \$2,222.30.

42.94 miles were maintained by patrol with material furnished by the Department at a total cost of \$4,860.50.

The surface treatment consisted of an application of bituminous material "T" high carbon, cold application, with a covering of No. 1 crushed stone.

Summary of Expenditures

Surface treatment	\$3,504 29
Departmental material, labor and equipment	5,380 35
Patrol	3,234 00
Engineering, supervision and expenses	2,646 44
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Total	\$14,765 08
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HERKIMER COUNTY

In this county there are 128.11 miles of improved State and county highways, exclusive of the mileage in cities, of the following types:

- .09 miles gravel roads.
- 73.30 miles waterbound macadam.
- 41.64 miles bituminous macadam pen. method.
- 9.85 miles concrete requiring surface treatment.
- 2.41 miles first class concrete.
- .82 miles block pavement.

Of the total mileage indicated above 9.91 miles were placed under contract for resurfacing and widening from 12 to 16 feet at a total cost of \$50,539.58.

4.71 miles were given a surface treatment of L. C. tar, cold application and No. 1 crushed stone cover by the departmental forces at a total cost of \$2,015.41.

35.63 miles were extensively repaired by the departmental repair gangs at a total cost of \$8,807.83.

104.78 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$8,773.50.

The Manheim Center-Salisbury Center highway No. 463, in the towns of Manheim and Salisbury, a length of 5.39 miles was resurfaced with waterbound macadam, the contract having been let last year, at a total cost of \$21,161.49.

On the Salisbury Center-Stratford highway No. 464, a length of 5.46 miles in the town of Salisbury, a contract providing for a surface treatment of bituminous material "A" binder, and cover-

ing of approximately 1-inch of No. 2 crushed stone let last year was completed at a total cost of \$7,460.42.

Old Forge McKeever highway No. 462, in the town of Webb, 9.91 miles long was placed under contract for resurfacing and widening from 12 to 16 feet with a 2½-inch bituminous top, penetration method.

4.72 miles were given a surface treatment of H. C. T., cold application, and a cover of No. 1 crushed stone.

Description of Special Work Done by Department Forces

On the Little Falls-Dolgeville highway No. 133, the shoulders were scraped, ditches cleaned and ruts and depressions patched and guard rail straightened at a total cost of \$313.

On the Little Falls-East Creek highway No. 456, the shoulders were scraped, old worn out oil and stone removed and ruts and depressions patched with asphalt and stone, ditches cleaned and No. 1 stone was rolled into the soft surface of the road for a distance of 2½ miles, at a total cost of \$2,238.60.

On the Little Falls-Herkimer highway No. 457, the shoulders were scraped, ruts and depressions patched and low spots at the edge of the macadam and on the shoulders were raised up flush to the macadam with stone and asphalt at a total cost of \$598.

On the Herkimer-Frankfort highway No. 458, the ruts and depressions were patched at a total cost of \$706.72.

On the Herkimer-Middleville highway No. 460, the shoulders were scraped, ruts and depressions and edges of macadam were patched and ditches cleaned at a total cost of \$1,726.41.

On the Middleville-Poland highway No. 461, the shoulders were scraped and ditches cleaned, ruts and depressions patched at a total cost of \$1,635.50.

On the Newport-Norway-Cold Brook highway No. 467, the shoulders were scraped, ruts and depressions patched and a 4 by 5 culvert cleaned several times at a total cost of \$810.35.

On the Herkimer Village highway No. 870, the shoulders were scraped and ditches cleaned, ruts and depressions patched, and on account of frost boils about 400 feet of road was torn up and replaced with a one foot sub-bottom course and a three inch bituminous top course penetration method was laid at a total cost of \$679.25.

Summary of Expenditures

Reconstruction contract	\$50,539 58
Surface treatment, Department forces	2,015 41
Department material, labor and equipment	18,848 43
Patrol	8,773 50
Engineering, supervision and expenses	5,127 36
Total	<u>\$85,304 28</u>

JEFFERSON COUNTY

In this county there are 243.45 miles of improved State and county highways of the following types:

- 96.46 miles of waterbound macadam.
- 134.25 miles of bituminous macadam pen. method.
- 9.51 miles of first class concrete.
- 3.22 miles of block pavement.

There are also in this county 1.79 miles of brick, .65 mile of concrete; .87 mile of bituminous macadam; and .52 mile of water-bound macadam inside City limits, and therefore not maintained by the Highway Department.

Of the total mileage indicated, 6.68 miles were resurfaced at a cost of \$29,452.58, detailed as follows:

Road	Length miles	Type	Cost
Henderson Harbor No. 238 . . .	1.0	3-inch bit. mac. penetration . .	\$6,344 80
Watertown-Theresa No. 423 . . .	3.21	2-inch bit. mac. penetration .	10,481 63
Theresa-Antwerp No. 625	2.37	2-inch bit. mac. penetration .	12,626 15
			<u>\$29,452 58</u>

97.15 miles were given a surface treatment of bituminous material with cover, at a total cost of \$32,228.89 and .70 miles were given a heavy surface treatment at a cost of \$4,546.12.

Of the surface treatments, 65.27 miles were treated by Departmental forces at a cost of \$21,607.59 and 31.88 miles by contract at a cost of \$10,621.30.

Of the above mileage 7.17 miles had L. H. O.; 20.06 miles had L. C. O.; and 69.92 miles had T. C. A.

In regard to cover material, 19,124 miles had screened gravel; 1 mile had No. 1 stone; 54.87 miles had ore tailings; and 42.28 miles had a combination of No. 1 stone and ore tailings.

217.92 miles were maintained by patrolmen at a total cost of \$20,067.30.

Description of Special Work Done by Department Forces

Road 425 was widened for a distance of one and one-half miles from 12 feet to 16 feet, using 3 inch bottom course and 3 inch bituminous top course. The shoulders were widened and the ditches cut back. All culverts were lengthened four feet on each side. The total cost of this work was \$2,887.58.

Road 238, before being resurfaced was widened from 12 feet to 16 feet for one and one-fourth miles with 4 inches of crushed stone, filled with sand. The curves were all widened and banked and the shoulders widened. The cost was \$1,000.

On Road 427 the road was widened for a distance of one and one-fourth miles with a three inch course of botton stone, and 3 inches of bituminous penetration top course. The ditches were cut back and shoulders widened. The cost was \$2,942.47.

The bad curve at Herrings on road 428 was straightened at a cost of \$1,410.83.

Road 814 was ditched on both sides for a distance of 5.31 miles at a cost of \$300.00.

Summary of Expenditures

Resurfacing	\$29,452 58
Surface treatment	36,775 01
Departmental material, labor and equipment	29,601 45
Patrol	17,567 30
Engineering, supervision and expenses	10,247 97
Total	<u>\$123,644 31</u>

LEWIS COUNTY

In this county there are 73.83 miles of State and County highways of the following types:

- 21.12 miles of waterbound macadam.
- 41.31 miles of bituminous macadam pen. method.
- 2.39 miles of bithulithic pavement.
- 8.78 miles of concrete pavement.
- 0.23 miles of brick pavement.

None of the above mileage was reconstructed or placed under contract for reconstruction.

26.55 miles were given a surface treatment of bituminous material with cover, at a total cost of \$10,187.31.

44.30 miles were extensively repaired by the Departmental repair gangs at a total cost of \$12,317.58.

50.18 miles were maintained by the patrolmen with material furnished by the Department at a total cost of \$6,414.11.

20.20 miles were surface treated with L. C. O. using 0.20 gallons per square yard, and 6.35 miles using 0.25 gallons per square yard. The cover was Benson Mines tailings, approximately 50 tons per mile being used.

The heavy rains and high water of last spring caused several washouts and did considerable damage to shoulders and macadam. On Roads 847 and 5332 earth slides were removed at costs of \$428.18 and \$467.28 respectively. On Road 847 macadam was repaired or rebuilt in places where badly damaged by frost at a cost of \$1,748.82. Roads 1191 and 1192 run through sandy country. These are narrow roads with loose stone shoulders which were badly damaged. They were repaired at cost of \$2,636.04 and \$638.36 respectively.

Considerable patching was done with asphaltic emulsion and No. 1 stone; the greatest amount being done on Road 5332 at a cost of \$1,196.75. Other work consisted of deepening ditches, spreading cover material to prevent bleeding, etc.

Summary of Expenditures

Surface treatments	\$10,187 31
Departmental material, labor and equipment	12,317 58
Patrol	4,081 50
Engineering, supervision and expenses	4,676 58
<hr/>	
Total	\$31,262.97
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LIVINGSTON COUNTY

In this county there are 98.43 miles of improved State and county roads, of the following types:

- 46.99 miles waterbound macadam.
- 34.27 miles bituminous macadam pen. method.
- 16.07 miles concrete requiring surface treatments.
- 1.10 miles block pavement.

Of the total mileage 1.66 were reconstructed or placed under contract for reconstruction, at a total cost of \$12,177.56.

41.04 miles were given a surface treatment of bituminous material with cover, at a total cost of \$9,578.59.

21.58 miles were extensively repaired by the Department repair gangs, at a total cost of \$8,631.20.

98.43 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$10,295.57.

Surface Treatment

There were 41.04 miles given a surface treatment with cover as follows:

- 37.86 miles were oiled by contract at a total cost of \$8,433.73.
- 3.18 miles were oiled by Departmental forces at a total cost of \$1,144.86.

The roads resurfaced were:

867 Dansville Village, 1.09 mi.—1/10 mi. brick	
99/100 bit. mac.	\$6,782 17
5302 Avon-Lima, 0.57 mi. amiesite	5,395 39



INVESTIGATION OF THE EFFECT OF HEAVY TRAFFIC ON LIGHT MACADAM, DURING PERIOD WHEN FOUNDATION IS UNSTABLE BY
REASON OF FROST ACTION.

The most important repairs made in this county by the Departmental forces were the rebuilding of Road 1247, a large stretch of which was washed out by the spring floods, at a total cost of \$4,316.73.

The flats, about 1 mile in length, on Road 5273, a concrete road, was covered with H. O. and screenings, and the disintegrated places patched with cold patch emulsion and stone at a total cost of \$2,651.69.

Road 5302, in addition to the above treatment, was resurfaced with Barber Cold Patch, for a distance of 300 feet using a top course 2½ inches thick applying the material by the penetration method, at a total cost of \$966.23.

Summary of Expenditures

Reconstruction	\$12,177 56
Surface treatments	9,578 59
Department material, labor and equipment	14,498 90
Patrol	7,761 00
Engineering, supervision and expenses	8,181 57
	<hr/>
Total	\$52,197 62
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MADISON COUNTY

In this county there are 82.08 miles of improved State and county highways, of the following types:

- 5.87 miles of gravel roads.
- 28.60 miles of waterbound macadam.
- 32.99 miles of bituminous macadam pen. method.
- 10.72 miles of concrete requiring surface treatment.
- 2.88 miles of first class concrete.
- 1.02 miles of block pavement.

Of the total mileage indicated above, 33.89 miles were given a surface treatment of bituminous material with No. 1 crushed stone for cover, at a total cost of \$10,690.29.

9.50 miles were extensively repaired by the departmental repair gang, at a total cost of \$3,785.70.

81.11 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$10,803.28, including stone and oil.

The 33.89 miles surface treated were given an application of bituminous material "T" high carbon, cold application with a cover of No. 1 stone.

Description of Special Work Done by Department Forces

On the Oneida-Munnsville, Part 1, Road No. 1160, a 4 foot by 4 foot culvert and 35 foot embankment were washed out by a cloudburst; the culvert and embankment were rebuilt at a total cost of \$424.24, also a slide was removed on a quicksand hill at a cost of \$99.

On the Wampsville-Oneida Castle Road No. 5078, the shoulders were rebuilt and the ditches cleaned for a distance of 1.5 miles at a total cost of \$391.98.

On the Chittenango-Oneida, Part II, Road No. 726, the ditches on two steep hills were washed out to a depth of 2 to 6 feet and the shoulders were being under-cut. This condition was remedied by laying 1,850 feet of 12 inch vitrified pipe with concrete inlets, at a total cost of \$1,685.18; also the shoulders were rebuilt and the ditches cleaned for a distance of 4 miles, 150 feet of cobble gutters built and 100 feet of frost breaks repaired, at a total cost of \$1,219.

Summary of Expenditures

Surface treatment by contract	\$10,690 29
Departmental material, labor and equipment	9,209 27
Patrol	6,672 00
Engineering, supervision and expenses	2,460 50
	<hr/>
Total	\$29,032 06
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MONROE COUNTY

In this county there were 275.63 miles of improved State and county highways of the following types:

7.27 miles of brick.

0.15 miles of stone block.

3.25 miles of first class concrete.

4.14 miles of second class concrete.
 20.30 miles of Topeka concrete base.
 68.61 miles of bit. mac. asphalt binder.
 153.81 miles of waterbound macadam.
 1.04 miles of amiesite mac. base.
 0.33 miles of brick cubes.
 6.06 miles of Hassam.
 4.01 miles of Kentucky rock asphalt.
 1.39 miles of Rocmac.
 2.88 miles of gravel macadam.
 2.39 miles of Topeka macadam base.

On this total mileage there were 6.32 miles resurfaced and reconstructed or placed under contract for resurfacing at a total cost of \$79,276.57.

1.74 miles were resurfaced by the department forces at a total cost of \$7,760.59.

90.49 miles were given a surface treatment of bituminous material with cover at a total cost of \$18,242.34.

267.57 miles were maintained by patrolmen and gangs with material supplied by the Department at a total cost of \$51,650.92.

275.63 miles were maintained by patrolmen with material furnished by the Department at a total cost of \$19,456.32.

The roads reconstructed and resurfaced by contract were:

Rd. No.

100.	Rochester-Webster, Pt. 3 with Bit. Mac. mixing method, type No. 2	\$14,331 40
100.	Rochester-Webster, Pt. 3 with brick.....	8,307 78
101.	Rochester-Webster, Pt. 4 with brick.....	12,744 60
167.	Penfield, Pt. 2 with waterbound macadam.....	10,505 55
253.	Lyell road, with brick.....	25,580 00
399.	Latta road, with waterbound macadam.....	7,807 24
Total		<u>\$79,276 57</u>

The roads resurfaced by department forces were:

Rd. No.

81.	Hamlin, Pt. 2 with Bit. Mac. Penetration.....	\$961 43
83.	Buffalo, Pt. 2 with Bit. Mac. Penetration.....	2,488 05
494.	East Henrietta-Rochester, with Penetration.....	4,311 11
Total		<u>\$7,760 59</u>

There were 90.49 miles given a surface treatment with cover as follows:

42.21 miles of L. C. O. and cover of screened gravel and No. 1 slag and screenings.

48.28 miles of tar and cover of screened gravel, screenings and No. 1 stone and slag.

In addition to the resurfacing, reconstruction and oiling done by contract there were a number of important repairs made directly by the departmental forces and considerable extra work was required on many of the roads, especially in the southern part of the county, where the heavy spring rains caused washouts and badly damaged the roads. The work of widening the shoulders and building extensions on culverts was finished on road 63 at a cost of \$1,142.10. Repairs due to washouts on roads 5507 and 648, which included large quantities of material for fill together with repairs to macadam and guard rail, cost \$1,540.41, portions of roads 81, 83, 494, a total of 1.74 miles were resurfaced with bituminous macadam and the shoulders regraded at a total cost of \$7,760.59. Concrete pavement at the approaches to the Barge Canal bridge on road 5425 was replaced with waterbound macadam at a cost of \$905.43. The railroads placed their crossings at uniform grade on road 6 and 121 feet of brick pavement was built to connect with the same. On road 63, 161 feet of brick pavement was laid at the approaches to the Barge Canal. The erecting of concrete guard rail on road 79 was finished. Repair gangs made extensive subbase repairs and replaced macadam on roads 170, 167, 494, 493, 253, 255, 401, at a total cost of \$4,686.15. On road 94 the approach to the Erie Canal bridge was widened approximately 8 feet, bituminous macadam laid and 1,097 feet of concrete guard rail erected at a cost of \$1,272.52. Asphalt patches to the amount of 1,341.25 square yards were placed on road 538 at a cost of \$1,542.44. Calcium chloride was applied to roads 1290, 169, 78, 5507, 1236, 1282, 492, 6 at a total cost of \$3,173.05. The Department also oiled 20.39 miles of road. In addition to the patrolmen, repair gangs were employed to do the necessary small repairs.

Summary of Expenditures

Reconstruction and resurfacing.....	\$87,037 16
Surface treatments	18,242 34
Departmental material, labor and equipment.....	51,650 92
Patrol	19,456 32
Engineering, supervision and expenses.....	17,341 29
Total	<u>\$193,728 03</u>

MONTGOMERY COUNTY

In this county there are 96.26 miles of improved State and county highways, exclusive of the mileage in cities, of the following types:

40.66 miles of waterbound macadam.

53.18 miles of bituminous macadam pen. method.

2.40 miles of block pavement.

Of the total mileage indicated above .97 mile were reconstructed by departmental forces at a cost of \$3,748.87.

3.64 miles were resurfaced with a 3-inch waterbound top under contract, at a cost of \$15,496.81.

16.47 miles were given a surface treatment of bituminous material with cover, under contract, at a cost of \$6,100.32.

4.14 miles were let by contract for repairs with a new top and foundation where needed and a heavy surface treatment of bituminous material "A" with cover on the balance of the road at a cost of \$6,606.85 to which a supplemental agreement was added at a cost of \$4,231, making a total of \$10,837.85. Because of delay due to the labor situation and financial troubles, this contract was cancelled after \$3,356.42 had been expended and a new contract amounting to \$8,109.90 was let for the balance, but owing to the fact that contract was let late in fall, this work has been held over until 1917. On this contract 40 per cent or \$4,551.40 is chargeable to resurfacing and 60 per cent or \$6,827.11 is chargeable to surface treatment.

4.66 miles were let under contract to be repaired with a new foundation and top where needed and a heavy surface treatment of bituminous material with cover at a cost of \$10,099, but owing

to scarcity of labor and material for cover this contract has been held over until 1917. On this contract 30 per cent or \$3,029.70 is chargeable to resurfacing and 70 per cent or \$7,069.50 is chargeable to surface treatment.

13.53 miles were given a surface treatment of bituminous material "T" high carbon, cold application and No. 1 crushed stone for cover.

2.94 miles were given a surface treatment of bituminous material "T" high carbon, cold application with screened sand for a cover. This contract was let the previous year. 83.62 miles were maintained by patrolmen with material supplied by Department at a total cost of \$10,543, including stone and oil furnished by the Department.

Description of Special Work Done by Department Forces

The Amsterdam-Hagamans highway No. 298 was resurfaced for a distance of .75 miles with a bituminous macadam penetration method top, 2-inch in thickness. This was a continuation of resurfacing of this road commenced in 1915 by Department forces. Total cost was \$2,226.01.

On Fonda-West highway No. 155 the old oil top was removed and the macadam patched for a distance of .08 mile or 750 square yards. This was a completion of work started in 1915 and patches were made of a mixture of Nos. 1 and 2 crushed stone and Headley good roads No. 1 material at a cost of \$255.86.

On the Hoffmans-Cranesville highway No. 5126, there was 739 lineal feet of road surface removed and a new subbase foundation of 12-inch thickness and a new 3-inch top of bituminous macadam penetration method for a 16-foot width of road put down at a cost of \$1,267.

On Mohawk river turnpike highway No. 108 the section in the village of Akin was extensively patched where depressions were and sides built up with Nos. 1 and 2 crushed stone and Headley good roads material at a cost of \$1,295.18. On Tribes Hill of same road 2 large patches were made as well as placing 6-inch porous drain tile for 500 feet under the ditch on north side of road at a cost of \$558.19.

On Palatine Bridge-Fonda highway No. 5124 extensive patching was done an effort being made to level up road where it was very wavy. Bituminous material A and Nos. 2 and 3 crushed stone were used at a cost of \$1,594.52.

The brush was all removed from north side of road, ditches cleaned, new ones dug and dry wall laid at foot of steep slopes on this road for a cost of \$776.09.

On St. Johnsville-Nelliston highway No. 5109 a new cast iron pipe culvert was put in at a cost of \$49.50; shoulders were scraped and new ditches dug and old ones cleaned for a cost of \$6,924.61.

Summary of Expenditures

Resurfacing — contract.....	\$23,077 91
Resurfacing — Department forces	2,226 01
Surface treatment — contract	19,996 93
Departmental labor, material and equipment.....	15,813 70
Patrol	6,573 00
Engineering, supervision and expenses.....	5,653 47
	<hr/>
Total	\$73,341 02
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NASSAU COUNTY

In this county there are 57.40 miles of improved State and county highways, of the following types:

21.69 miles of waterbound macadam.

26.16 miles of bituminous macadam, pen. method.

2.93 miles of bituminous macadam, mixing method.

6.58 miles of first class concrete.

.04 miles of brick.

Of the total mileage indicated above, 1.79 miles were reconstructed by contract or departmental forces at a total cost of \$16,047. 24.26 miles were given a surface treatment of bituminous material with cover at a total cost of \$6,956.

6.00 miles were extensively repaired by Department repair gang at a total cost of \$1,109.

57.4 miles were maintained by patrolmen, with materials supplied by the Department, at a total cost of \$10,600.

Roads Reconstructed

Road No. 5106, Little Neck-Old Westbury, part 1, 1.17 miles, formerly of grounted bituminous macadam was reconstructed by contract with a first class concrete pavement, at a cost of \$11,851.

Road No. 546, New Bridge, .28 miles, formerly of waterbound macadam was reconstructed by Department forces with a 6-inch gravel foundation and 3-inch bottom course and a 2-inch mixed top course of trap rock and asphaltic emulsion binder at a cost of \$2,144.

Road No. 434, Arrandale avenue, .34 miles, formerly of waterbound macadam, was resurfaced by Department forces with a 1½-inch trap rock top course, penetration method, with tar binder, at a cost of \$2,052.

Surface Treatment

24.26 miles were treated with cold application tar and local sand and gravel (run of bank).

Special Work

On road No. 953, Glen Cove, where an embankment was subject to washouts and slides a timber bulkhead was constructed by departmental forces at a cost of \$690.

Summary of Expenditures

Reconstruction	\$16,047 00
Surface treatment	6,956 00
Departmental material, labor and equipment.	7,257 00
Patrol	5,102 00
Engineering, supervision and expenses.	4,097 00
Total	<u>\$39,459 00</u>

Niagara County

In this county there are 117.52 miles of improved State and county highways of the following types:

33.89 miles of waterbound macadam.

19.34 miles of bituminous macadam, pen. method.

8.92 miles of concrete requiring surface treatments.

29.89 miles of first class concrete.

25.48 miles of block pavement.

14.59 miles were given a surface treatment of bituminous material with cover, at a total cost of \$3,920.89.

116.43 miles were extensively repaired by the departmental repair gangs, at a total cost of \$34,236.28.

43.64 miles were maintained by patrolmen, with material supplied by the department, at a total cost of \$3,222.

Contract No. 876, which embraced 14.59 miles of roads of the following types:

11.82 miles of waterbound macadam, and

2.77 miles of bituminous macadam.

The above were surface oiled by contract with 0.20 gallons of bituminous material "T", H. C. T. C. A., per square yard, and covered with 12 pounds of No. 1 stone per square yard, at a total cost of \$3,920.89.

Contract No. 990, which embraced 2.22 miles of waterbound macadam, was resurfaced by contract with 2½-inch top, penetration method, at a total cost of \$12,871.58.

Contract No. 967, which embraced 3.20 miles of bituminous macadam, was resurfaced by contract with 2½-inch top, penetration method, at a total cost of \$15,598.95.

Expenditures for Maintenance and Repair of Various Types of Pavement

33.89 miles of waterbound macadam were maintained at a total cost of \$38,131.54.

19.34 miles of bituminous macadam were maintained at a total cost of \$23,658.36.

8.92 miles of concrete bituminous top were maintained at a total cost of \$2,730.72.

29.89 miles of first class concrete were maintained at a total cost of \$4,608.52.

25.48 miles of block pavement were maintained at a total cost of \$5,972.10.

Summary of Expenditures

Resurfacing	\$28,470 53
Surface treatments	3,920 89
Departmental material, labor and equipment.	34,236 28
Patrol	3,222 00
Engineering, supervision and expenses.	5,251 54
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Total	\$75,101 24
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Oneida County

In this county there are 232.68 miles of improved State and county highways, exclusive of mileage in cities, of the following types:

- 7.97 miles of gravel roads.
- 128.70 miles of waterbound macadam.
- 83.83 miles of bituminous macadam, pen. method.
- 3.43 miles of first class concrete.
- 7.28 miles of mixed bituminous macadam.
- 1.47 miles of block pavement.

Of the total miles indicated above, 8.54 miles were reconstructed or placed under contract for reconstruction at a total cost of \$68,557.21.

53.93 miles were given a surface treatment of bituminous material "T", high carbon, cold application, with cover of No. 1 crushed stones, at a total cost of \$18,031.92.

22.5 miles were extensively repaired by departmental repair gangs at a total cost of \$41,613.59.

184.02 miles were maintained by patrolmen with material supplied by department at a total cost of \$24,669.75, including stone and oil.

Of the roads reconstructed, Utica-Oneida Castle, Part 2, road No. 271, 3.80 miles were resurfaced with bituminous macadam, penetration method, at a cost of \$22,982.57.

A section of the Utica-Oneida Castle, Part 1, 4.74 miles was let for resurfacing, 3.99 miles bituminous macadam, mixed method, type 2 and .75 miles penetration macadam; this contract is 75 per cent complete.



COUNTY HIGHWAY No. 95 — ORANGE COUNTY, SHOWING EFFECT OF HEAVY
MOTOR VEHICLE TRAFFIC ON MACADAM PAVEMENT DURING THE PERIOD OF
UNSTABLE FOUNDATION, RESULTING FROM FROST ACTION.

Description of Special Work Done by Department Forces

On the Utica-Paris highway, No. 71, the town of New Hartford built a new bridge at station 191+. New macadam was placed by this department at a cost of \$120.47.

On the Utica-Oneida Castle, part 1, road 250, the shoulders parallel to repair contract No. 500 were widened with gravel and new ditches made at a cost of \$2,089.59.

On the Utica-Oneida Castle, Part 2, road 271, road received an application of bituminous material "A" under repair contract No. 784 in 1915. Hot weather started this road to bleeding and it was necessary to cover same with gravel at a cost of \$1,044.45.

Mohawk River Road (Marcy) road No. 296, the shoulders were scraped and material removed for 2.48 miles at a cost of \$183.09.

Augusta road, Oriskany Falls section, road No. 369, at station 130, 250 feet of macadam was taken up and 9 inches of subbase placed at a cost of \$950.47.

Utica-Bridgewater road No. 559: 1,800 feet of 9-inch subbase, 1,500 feet of 3-inch waterbound macadam was placed at a cost of \$11,604.57.

Rome road, Augusta section, road No. 564: In 1915 this was resurfaced with bituminous material "A" and No. 2 stone. During hot weather this year the bituminous material came to the surface and was covered with gravel at a cost of \$259.80, also 600 feet of macadam was taken up and 12 inches of subbase placed at a cost of \$2,026.73.

Waterville-Deansboro No. 837 and New Hartford-Deansboro No. 761: A cloudburst in July, 1916, washed out shoulders of road, filled ditches and culverts with debris, causing damage which was repaired at a cost of \$608.01.

Augusta-Knoxboro road No. 839: 500 feet of macadam was taken up and 12-inch subbase and a 3-inch waterbound macadam top placed at a cost of \$2,333.21. A washout in the road was repaired and a wall built at a cost of \$1,074.64.

Marcy Hill-Trenton road 931: 302 square yards of old macadam was removed and replaced with 9-inch subbase with underdrains and 3-inch bituminous top. Ditches were cleaned and deepened at a cost of \$954.32.

Waterville Village road No. 932, widening shoulders of road at cost of \$277.92.

Trenton-Remsen road No. 1,144, widening curves and cleaning ditches at a cost of \$213.85.

Vernon Village-Oneida Castle Village road No. 5034: 200 feet of road was torn up, new 12-inch subbase was placed and the road was resurfaced from station 7 to 11 at a cost of \$1,577.29.

Clayville Village road No. 5079, ditches were cleaned and shoulders trimmed at a cost of \$262.63.

Trenton-Prospect-Remsen road No. 5345, removing the slide at station 362, cost \$107.70.

Remsen-Boonville Town Line road 5346, resurfacing between station 635 and 641, cost \$327.98.

Augusta road (Lowell and Spencer section) No. 438, 2,563 feet of macadam was relaid over new 9-inch subbase at a cost of \$7,421.46.

Deerfield Corners-Marcy Hill highway No. 933: 2,048 square yards of macadam was taken up and replaced with 9-inch subbase with drains and 3-inch bituminous top, ditches cleaned and deepened at a cost of \$6,471.68.

Franklin Spa.-Kirkland highway No. 5,442: A cloudburst tore out 50 feet of shoulder and guard rail on an 8-foot fill at station 15. This was repaired at a cost of \$118.09.

Yorkville Village road No. 5,091: holes in the surface were repaired at a cost of \$87.26.

Verona-Rome road No. 5,521: Removing old wall and building a new concrete retaining wall 148 feet long, 5 feet high at station 298, cost \$1,196.03.

Summary of Expenditures

Reconstruction—contract	\$68,557 21
Surface treatment by contract	18,031 92
Departmental material, labor and equipment	52,876 07
Patrol	15,543 00
Engineering, supervision and expenses	11,728 88
Total	<u>\$166,737 08</u>

Onondaga County

In this county there are 184.52 miles of improved State and county highways of the following types:

5.65 miles block pavement.
 7.37 miles first class concrete.
 34.75 miles concrete with bituminous top.
 6.81 miles bituminous macadam.
 96.58 miles bituminous macadam, penetration method.
 33.36 miles waterbound.

Of the total mileage indicated above 23.92 miles were resurfaced or placed under contract for resurfacing at a total cost of \$116,734.67.

73.95 miles of road were put under contract for oiling at a total cost of \$38,309; 162 miles were maintained by patrolmen with material supplied by the department at a total cost of \$12,130.50.

167 miles were repaired by gang system at a total cost of \$39,671.02.

23 miles were extensively repaired by convicts from Auburn prison at a total cost of \$13,341.94.

Roads Resurfaced

Name	Location	Length	Type	Cost
Lafayette Road....	Begins in the hamlet of Lafayette and runs one mile northward.....	1.0	Bit. mac.....	\$7,039 50
Skaneateles-Hamilton, Part 1.....	Begins in the hamlet of Vesper and runs 2.44 miles eastward.....	2.44	Bit. mac....	10,900 85
Syracuse-Bridgeport, Part 1.....	Begins in Court street in the City of Syracuse and runs in a northerly direction toward Bridgeport.....	3.30	.....	13,102 20
Baldwinsville-Cicero.....	Begins in the village of Baldwinsville and runs easterly to Belgam Bridge.....	2.61	Bit. mac.....	13,686 25
Fabius village.....	In the Village of Fabius.	1.35	.....	9,938 05

Name	Location	Length	Type	Cost
Vesper-Tully.....	Begins at the end of road 330 and runs easterly 1.26 miles.....	1.26	Bit. mac.....	\$5,629 13
Cicero-Brewerton..	Runs from Cicero towards Brewerton....	4.84	Topeka.....	38,391 54
Phoenix-Syracuse..	Begins in the Village of Liverpool and runs south .88 mile.....	0.88	Amiesite.....	8,739 13

Reconstruction

0.6 miles of Hassam pavement on road No. 5,365 was replaced by brick pavement at a cost of \$15,970.01.

Resurfacing	\$123,396 00
Surface treatment	38,309 00
Patrol	12,130 00
Department labor and material	93,801 00
Engineering, supervision and expenses.....	10,726 00
Total	\$278,362 00

ONTARIO COUNTY

In this county there are 128.09 miles of improved State and county highways of the following types:

- 4.00 miles of brick.
- 0.39 miles of stone block.
- 7.37 miles of second class concrete.
- 1.69 miles of topeka-macadam base.
- 48.47 miles of bituminous macadam asphalt binder.
- 66.17 miles of waterbound macadam.

Of the total mileage indicated above 1.95 miles were resurfaced or placed under contract for resurfacing at a total cost of \$11,163.

42.67 miles were given a surface treatment of bituminous material with cover at a total cost of \$8,692.

28.58 miles were extensively repaired by the departmental forces at a total cost of \$25,880.

128.72 miles were maintained by patrolmen, with material supplied by the department at a total cost of \$17,955.52.

Roads Resurfaced

Road No. 207. Geneva-Canandaigua, Part 2, 0.90 mile with bituminous macadam (uncompleted) at \$5,152.

Road No. 146, Geneva-Canandaigua, Part 1, 1.05 miles with bituminous macadam (uncompleted) at \$6,011.

There were 42.67 miles given a surface treatment with cover as follows:

32.12 miles of L. H. O. and cover of screened gravel and slag.
10.55 miles of H. C. T. C. A. and cover of screened gravel and plain screenings.

In this county the most important repairs made directly by the department during the year were the widening of roadway, placing 1,500 cubic yards of sub-base and dutting Remington Hill from a 12.6 per cent grade to a 9 per cent grade on road 5,576, at a cost of \$11,000; placing sub-base and resurfacing on road 1196 at a cost of \$1,500; placing sub-base and resurfacing on road 662 at a cost of \$3,000; placing sub-base and resurfacing road 635 at a cost of \$7,000; placing sub-base and resurfacing road 189 at a cost of \$1,000; placing sub-base and resurfacing road 190 at a cost of \$7,000; placing sub-base and resurfacing road 206, at a cost of \$880; eliminating two bad curves on road 191 at a cost of \$500.

Summary of Expenditures

Resurfacing	\$11,163 00
Surface treatments	8,692 00
Department labor, material and equipment.	36,437 52
Patrol	7,398 00
Engineering, supervision and expenses.	5,500 14
Total	<u>\$69,190 66</u>

ORANGE COUNTY

In this county there are 195.89 miles of improved State and county highways of the following types:—

69.15 miles of gravel.

62.29 miles of waterbound macadam.

64.45 miles of bituminous macadam, penteration method.

Of the total mileage indicated above 7.66 miles were reconstructed or placed under contract for reconstruction at a total cost of \$62,819.

87.11 miles were given a surface treatment, part with bituminous material without cover, part with bituminous material with cover, and part with glutrin without cover, all at a total cost of \$19,072.

47.79 miles were extensively repaired by the Departmental repair gangs at a total cost of \$8,418.

183.13 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$34,866.

Reconstruction

Road No. 42, Newburgh-Woodbury, 2.10 miles, formerly of gravel, reconstructed by contract with either 8 inch field stone foundation or 5 inch broken stone bottom course and 3 inch bituminous macadam, penetration method, at a cost of \$18,621.

Road No. 43, Cohecton Turnpike, Part 2, 0.81 miles, formerly of waterbound macadam, reconstructed by contract with field stone foundation where necessary and 2½ inch bituminous macadam, penetration method, at a cost of \$4,784.

Road No. 113, Cohecton Turnpike, Part 1, 2.29 miles, formerly of waterbound, reconstructed by contract with field stone foundation where necessary and 2½ inch bituminous macadam, penetration method at a cost of \$11,005.

Road No. 64, Walden-Scotts Corners, 1.84 miles, formerly of gravel were placed under contract for reconstruction with a first-class concrete pavement at a cost of \$23,506.

Road No. 42, Newburgh-Woodburg, 0.10 mile rebuilt by department forces with 9 inch field stone foundation and 3 inch bituminous macadam, penetration method, at a cost of \$695.

Road No. 412, Port Jervis-Sullivan County Line, Part 1, 0.11 mile, rebuilt by department forces with 12 inch field stone foundation and 3 inch mixed bituminous macadam, bound with asphaltic emulsion at a cost of \$824.

Road No. 415, Newburgh-Cornwall, 0.18 mile rebuilt by department forces with a 12 inch field stone foundation and 3

inch mixed bituminous macadam, bound with asphaltic emulsion at a cost of \$1,514.

Road No. 5007, Newburgh-Cedar Hill Cemetery, 0.23 mile rebuilt by department forces with 8 inch field stone foundation, and 3 inch bituminous macadam, penetration method, at a cost of \$1,870.

Surface Treatment

42.49 miles of gravel roads were treated with light cold oil without cover at a cost of \$5,229.

11.14 miles were treated with cold oil with No. 1 crushed stone or No. 1 gravel cover at a cost of \$4,559.

9.45 miles were treated with cold application tar with No. 1 crushed stone or No. 1 gravel cover at a cost of \$4,401.

5.40 miles were treated with light hot oil and No. 1 crushed stone cover at a cost of \$2,322.

18.63 miles of gravel roads were treated with glutrin without cover at a cost of \$2,561.

Summary of Expenditures

Reconstruction	\$62,819 00
Surface treatments	19,072 00
Departmental material, labor and equipment	27,543 00
Patrol	15,741 00
Engineering, supervision and expenses	8,012 00
Total	<u>\$133,187 00</u>

OSWEGO COUNTY

In this county there are 158.15 miles of improved State and county highways of the following types:

29.75 miles of waterbound macadam.

87.03 miles of bituminous macadam.

36.39 miles of concrete, requiring surface treatments.

4.98 miles of block pavement.

Of the total mileage indicated 16.77 miles were given a surface treatment of bituminous material with cover at a total cost of

\$6,363. Forty-five miles of road received extensive repairs on shoulders, a large quantity of gravel being used for this work which was done by departmental gangs at a total cost of \$2,908.

54 miles of macadam were patched and repaired by departmental forces at a total cost of \$13,986.

63.91 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$1,090.52.

23.47 miles were completed this year, no repairs were necessary.

Summary of Expenditures

Surface treatments	\$6,363 00
Departmental material, labor and equipment.....	29,107 00
Patrol	9,067 00
Engineering, supervision and expenses.....	6,202 00
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Total	\$50,739 00
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ORLEANS COUNTY

In this county there are 78.86 miles of improved State and county highways of the following types:

15.73 miles first-class concrete.

7.05 miles second-class concrete.

17.09 miles of bituminous macadam, pen. method.

31.19 miles of waterbound macadam.

6.90 miles of brick pavement.

Of the total mileage indicated above 1.46 miles were resurfaced under contract at a total cost of \$5,349.58 per mile.

2.30 miles were given a surface treatment of bituminous material with cover by departmental forces at a total cost of \$618.02.

15.00 miles were given extensive repairs with the departmental repair gang at a total cost of \$1,750.14.

66.96 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$11,491.56.

The important work done in this county by departmental forces was widening shoulders on road 393 and fill on roads 5448 and 5421, repairing culvert on road 391, digging ditch on road 390;

resetting guard-rail on road 5423 and road 5321 and also on road 5448; put in sub-base on road 387 and extended ditch 100 ft. on road 387.

Summary of Expenditures

Resurfacing	\$8,295 00
Surface treatment	618 00
Departmental labor, material and equipment.....	8,032 72
Patrol	5,217 25
Engineering, inspection and expenses.....	2,548 65
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Total	\$24,711 62
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OTSEGO COUNTY

In this county there are 126.26 miles of improved State and county highways of the following types:

- 4.37 miles of cement concrete pavement.
- 7.75 miles of second-class concrete.
- 20.09 miles of bituminous macadam, penetration method.
- 94.05 miles of waterbound macadam.

Not included in this mileage there are 0.89 miles of highways within the city of Oneonta of the following types:

- 0.47 miles of brick pavement.
- 0.08 miles of bituminous macadam, penetration method.
- 0.34 miles of waterbound macadam.

35.96 miles were given a surface treatment of bituminous material with cover, at a total cost of \$20,640.

118.51 miles were extensively repaired by the departmental repair gangs, at a total cost of \$18,560.

118 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$12,100.

Of the roads surface-treated:

Type of treatment	Cover	Mileage
L. H. O.....	Sand	7.70
L. C. T.....	Sand	3.52
H. C. T.....	No. 1 crushed limestone....	5.44
H. C. T.....	Iron ore tailings.....	19.30

Summary of Expenditures

Reconstruction .....	.....
Surface treatments	\$20,640 00
Departmental material, labor and equipment.....	18,560 00
Patrol	12,100 00
Engineering, supervision and expenses.....	7,400 00
	<hr/>
Total	\$58,700 00
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PUTNAM COUNTY

In this county there are 55.96 miles of improved State and county highways of the following types:

- 2.40 miles of waterbound macadam.
- 51.92 miles of bituminous macadam, penetration method.
- 1.64 miles of first-class concrete.

Of the total mileage indicated above 0.99 miles were placed under contract for reconstruction at a total cost of \$8,830.

10.6 miles were given a surface treatment of bituminous material with cover at a total cost of \$2,690.

2.4 miles were extensively repaired by the departmental repair gangs, at a total cost of \$1,373.

55.96 miles were maintained by patrolmen, with material supplied by the department at a total cost of \$8,446.

Of the reconstruction:

Road No. 569, Baldwin Place-Mahopac, 0.99 mile formerly of waterbound macadam was placed under contract for reconstruction with reinforcement at weak points in the foundation of 6-inch field stone and a 3-inch top course of bituminous macadam, penetration method, at a cost of \$8,830.

Of the surface treatment:

2.0 miles were given a treatment of light hot oil and local gravel at a cost of \$507.

5.6 miles were given a treatment of light cold oil and local gravel at a cost of \$1,256.

3.0 miles were given a treatment of light hot oil and No. 1 broken stone at a cost of \$927.

Summary of Expenditures

Reconstruction	\$8,830 00
Surface treatment	2,690 00
Departmental material, labor and equipment.....	6,184 00
Patrol	3,635 00
Engineering, supervision and expenses.....	1,547 00
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Total	\$22,886 00
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RENSSELAER COUNTY

In this county there are 175.23 miles of improved State and county highways of the following types:

- 30.28 miles of gravel roads.
- 74.05 miles of waterbound macadam.
- 50.81 miles of bituminous macadam asphalt binder.
- 3.77 miles of bituminous macadam, tar binder.
- 1.25 miles of gravel bituminous mixed.
- 6.12 miles of second-class concrete.
- 2.25 miles of first-class concrete.
- 1.15 miles of stone block.
- 5.55 miles of brick pavement.

Of which 9.76 miles are within the corporate limits of cities.

Of the total mileage indicated above 28.45 miles were reconstructed or placed under contract for reconstruction at a total cost of \$149,960.72.

33.64 miles were given a surface treatment of bituminous material with cover at a total cost of \$14,857.

15.70 miles were extensively repaired by the departmental repair gangs at a total cost of \$24,165.

149.77 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$34,921.

The following roads were reconstructed or placed under contract :

Road	Name	Length	Type	Cost
197	Brick Church-Rock Hollow.....	1.59	W. B. mac.....	\$17,119 05
197	Brick Church-Rock Hollow.....	1.74	Bit mac. pen. meth. }	
200	Old Northern Turnpike.....	2.75	W. B. mac.....	15,667 46
195	Wynantskill-West Sand Lake...	3.77	Bit. mac T.....	27,066 04
77	Albia-Wynantskill.....	0.92	Pen. meth.....	5,032 69
201	Troy-Poestenkill.....		W. B. mac.....	

Road	Name	Length	Type	Cost
194	Sand Lake-Troy.....	1.49	W. B. mac.....	\$6,870 88
285	Nassau-Brainard.....	7.40	{ Bit. mac. pen. meth. heavy surface treat. }	19,159 96
439	East Nassau-Brainard.....			
11	Troy-Greenbush, Part 1.....	1.34	{ Bit. mac. pen. meth.	8,010 10
26	Troy-Greenbush, Part 2.....			
287	Rensselaer-Defreestville.....	4.34	W. B. mac.....	33,867 00
201	Troy-Poestenkill.....	3.11	W. B. mac.....	12,845 07
202	Boston-Albany*.....	.....	.....	4,322 47
Total.....		28.45		\$149,960 72

The folowing roads were given a surface treatment:

Road	Miles	Type of treatment	
5533	0.17	H. C. T., C. A., one-third gal. per sq. yd.	Gravel cover.
981	0.50	H. C. T., C. A., one-fifth gal. per sq. yd.	Gravel cover.
102	2.05	H. C. T., C. A., one-fifth gal. per sq. yd.	Gravel cover.
284	3.60	H. C. T., C. A., one-fifth gal per sq. yd.	Gravel cover.
202	0.38	H. C. T., C. A., one-fifth gal. per sq. yd.	No. 1 crushed stone cover.
680	2.00	H. C. T., C. A., one-fifth gal. per sq. yd.	No. 1 crushed stone cover.
1115	2.74	H. C. T., C. A., one-fifth gal. per sq. yd.	No. 1 crushed stone cover.
1116	4.51	H. C. T., C. A., one-fifth gal. per sq. yd.	No. 1 crushed stone cover.
10	0.48	H. C. T., C. A., one-fourth gal. per sq. yd.	No. 1 crushed stone cover.
25	3.05	H. C. T., C. A., one-third gal. per sq. yd.	No. 1 crushed stone cover.
631	2.25	H. C. T., C. A., one-third gal. per sq. yd.	No. 1 crushed stone cover.
1123	0.51	H. C. T., C. A., one-third gal. per sq. yd.	No. 1 crushed stone cover.
5310	0.95	H. C. T., C. A., one-quarter gal. per sq. yd.	No. 1 crushed stone cover.
5354	5.11	L. H. O., one-third gal. per sq. yd.	No. 1 crushed stone cover.
477	2.13	H. C. T., C. A., one-third gal. per sq. yd.	Gravel cover.
478	3.21	H. C. T., C. A., one-third gal. per sq. yd.	Gravel cover.

Special Work

There was special work done by prisoners on roads 1115 and 1116. The work consisted of removing clay slides which filled the ditches and in many instances extended to the macadam. The ditches were cleaned and the slopes carried back. This work extended over a distance of about four miles.

Summary of Expenditures

Reconstruction.....	\$149,960 72
Surface treatment.....	14,857 00
Departmental material, labor and equipment.....	43,035 00

* Increase cost over that shown in 1915 report.

Patrol	\$16,251 00
Engineering, supervision and expenses	15,723 00
Total	<u>\$239,826 72</u>

ROCKLAND COUNTY

In this county there are 53.76 miles of improved State and County highways of the following types:

15.76 miles of waterbound macadam.

30.97 miles of bituminous macadam, penetration method.

0.80 miles of bituminous macadam, mixing method.

3.87 miles of concrete requiring surface treatment.

2.36 miles of block pavement.

Of the total mileage indicated above 6.50 miles were reconstructed or placed under contract for reconstruction at a total cost of \$35,222.

8.90 miles were given a surface treatment of bituminous material with cover at a total cost of \$2,824.

11.65 miles were extensively repaired by the departmental repair gangs, at a total cost of \$4,279.

50.04 miles were maintained by patrolmen with material supplied by the department at a total cost of \$10,243.

Roads Reconstructed

Road No. 9000, Spring Valley-Suffern, 0.85 mile was resurfaced with 2½ inch bituminous macadam, penetration method top course at a cost of \$4,770.

Road No. 9005, Coyles Corner-Short Clove, 5.65 miles formerly of waterbound macadam, was placed under contract for reconstruction with a new bottom of foundation course and 2½ inch top course, bituminous macadam, penetration method at a cost of \$30,452.

Surface Treatment

8.90 miles were treated with cold application tar and a cover of No. 1 crushed stone, at a cost of \$2,824.

Special Work

Cancelled repair contract No. 669, road No. 9006, Pearl River-Nanuet was completed by department forces at a cost of \$2,721 to be reimbursed from contract funds.

Summary of Expenditures

Reconstruction	\$35,222 00
Surface treatment	2,824 00
Departmental material, labor and equipment.	12,884 00
Patrol	4,339 00
Engineering, supervision and expenses.	3,820 00
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Total	\$59,089 00
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ST. LAWRENCE COUNTY

In this county there are 238.07 miles of improved State and County highways of the following types:

63.04 miles of waterbound macadam.

166.31 miles of bituminous macadam penetration method.

4.04 miles of concrete requiring surface treatments.

1.57 miles of first-class concrete.

3.11 miles of block pavement.

The above does not include 2.10 miles of bituminous macadam and 3.47 miles of block pavement in the city of Ogdensburg.

Of the total mileage indicated above 5.62 miles were resurfaced or placed under contract for resurfacing, at a total cost of \$29,009.88.

105.26 miles were given a surface treatment of bituminous material with cover at a total cost of \$33,175.80.

59.8 miles were extensively repaired by the department repair gangs at a total cost of \$13,079.61.

218.65 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$18,908.

Roads resurfaced or placed under contract:

Road	Miles	Type	Cost
Ogdensburg-Canton, Pt. 2 No. 733.....	2.51	3-inch bit. mac., 2.7 gal. per sq. yd.....	\$13,626 86
Canton-Potsdam, Pt. 2, No. 5032.	2.50	2-inch bit mac., 1.5 gal. per sq. yd.....	12,383 08
Massena-Waddington, No. 521..	0.61	2-inch bit. mac., 1.5 gal. per sq. yd.....	2,999 94
	<u>5.62</u>		<u>\$29,009 88</u>

Of the surface treatment 43.05 miles were done by contract, using H. C. T. cold application with cover of ore tailings and sand.

59.92 miles were done by contract, using C. O. with a cover of ore tailings and sand.

2.29 miles were treated by the department, using H. O. and C. O. with a cover of fine stone.

Road No. 5308, Potsdam Village, length resurfaced 0.16 miles resurfaced by departmental forces with 3 inch crushed stone bottom and 3 inch bituminous macadam top, penetration method, at a cost of \$1,384.89.

Road No. 5509, Winthrop-North Lawrence, length resurfaced, 0.04 mile; resurfaced by departmental forces with 6 inch foundation course and 3 inch bituminous macadam top, penetration method, at a cost of \$293.90.

Road No. 967, Norwood-Norfolk, length resurfaced 0.09 mile; resurfaced by departmental forces with 6 inch foundation course and 3 inch waterbound macadam top (H. O.) at a cost of \$699.60.

The shoulders on the steep grades on roads 875, 878, 1168, 5285 and 5497 were widened and reinforced by crushed stone and gravel in order to assist horse traffic, and the macadam on the inside of the dangerous curves was widened at a total cost of \$1,276.97.

Some extensive drainage work was accomplished during the past season. Outlets were dug to the swamps and lowlands bordering on road No. 5032 and 5285. On roads No. 734, 967, 1032 and 5283 the ditches in the springy cuts and side hill sections were lowered, tile and blind drains being used in the worst cases to intercept the water before it reached the subgrade, at a total cost of \$1,288.70.

Summary of Expenditures

Resurfacing	\$29,009 88
Surface treatments	33,175 80
Departmental material, labor and equipment.	18,079 61
Patrol	13,908 00
Engineering, supervision and expenses.	11,182 41
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Total	\$105,355 70
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SARATOGA COUNTY

In this county there are 116.11* miles of improved State and county highways, of the following types:

- 31.01 miles of waterbound macadam.
- 76.88 miles of bituminous macadam asphalt binder.
- 3.16 miles of bituminous macadam tar binder.
- 0.72 mile of second-class concrete.
- 1.30 miles of first-class concrete.
- 3.03 miles of brick pavement.

Of the total miles indicated above 2.27 miles were reconstructed or placed under contract for reconstruction at a total cost of \$7,545.67.

43.17 miles were given a surface treatment or placed under contract for surface treatment at a total cost of \$15,048.

12.78 miles were extensively repaired by the departmental repair gangs at a total cost of \$7,624.

89.04 miles were maintained by patrolmen with material supplied by the department at a total cost of \$25,258.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Type	Cost
441-4	Saratoga-Glens Falls..	2.27	Heavy surface treatment	\$7,545 67

The following roads were given a surface treatment:

Road	Miles	Type of treatment
741	4.06	L. C. O.— sand
815	6.22	L. C. O.— sand
5062	2.93	L. C. O.— sand

* Of which 1.45 miles are within the corporate limits of cities.

Road	Miles	Type of treatment
5230	7.52.....	L. H. O.— gravel
5281	1.77.....	L. H. O.— sand
340	4.63.....	Bit. mat. T. C. A.— sand
442	6.14.....	Bit. mat. T. C. A.— tailings
59	1.11.....	Bit. mat. T. C. A.— sand
610	5.68.....	Bit. mat. T. C. A.— sand
443	3.11.....	Bit. mat. T. C. A.— sand
58	0.76.....	Edge of macadam repaired and extended

* The 1.45 miles referred to as being within the corporate limits of cities, does not include the mileage of roads lying within the outside tax district of city of Saratoga Springs; such roads were subject to maintenance charges and therefore, are treated the same as any other roads in the county.

On road No. 58 a 12 foot width of bituminous macadam was increased to 16 foot by placing a two foot wide strip on either side. The material used were No. 1, 2 and 3 stone and cold patch asphaltic emulsion mixed in a $\frac{3}{4}$ yard concrete mixer, placed by hand and rolled with a roller weighing about 200 lbs. for a two foot length. The cost of the work was \$2,149.60.

On road No. 59, about 900 lineal feet of road averaging 10 feet wide were so broken up by frost action as to require the removal of the old pavement and the placing of 10 inches to 12 inches of field stone with suitable weep drains and a covering of about 3 inches of broken stone with H. G. R. asphaltic emulsion mixed and placed by hand. The cost of the work was \$2,100.

On road No. 340 about 5 miles of the surface, which is an oiled top on a waterbound macadam, was patched extensively using No. 1 and 2 stone with H. G. R. asphaltic emulsion. This work was chiefly interesting because of its being our first attempt at mixing the materials in a concrete mixer, a method which proved very satisfactory and economical. The cost of the work was \$1,660.

On road No. 5205 the bridge approaches at the crossing of the Champlain Canal at Bemis Heights, were graded down and the old canal prism filled. A surface of 12 inches of gravel was placed

to carry traffic until the fill becomes sufficiently stable to permit the placing of macadam. The cost of this work was \$1,140.

On road No. 5277 the expansion joint filler had so run out of the joint during extremely warm weather as to require the removal of the little that remained and its replacement with a better grade of paving pitch. The length of expansion joint treated was 0.60 mile and the cost was \$104.

Summary of Expenditures

Reconstruction	\$7,545 67
Surface treatment	15,048 00
Departmental material labor and equipment.	27,908 00
Patrol	4,974 00
Engineering, supervision and expenses.	5,800 00
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Total	\$61,275 67
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SCHENECTADY COUNTY

In this county there are 71.62 miles of improved State and county highways, or the following types:

- 4.70 miles of gravel roads.
- 29.87 miles of waterbound macadam.
- 23.82 miles of bituminous macadam, asphalt binder.
- 8.54 miles of first-class concrete.
- 3.53 miles of brick pavement
- 0.43 miles in topeka macadam.,
- 0.60 miles of mixed bituminous macadam.
- 0.13 miles of earth.

Of which 1.75 miles are within the corporate limits of cities.

Of the total mileage indicated above 5.31 miles were reconstructed or placed under contract for reconstruction at a total cost of \$28,007.85.

10.31 miles were given a surface treatment of bituminous material with cover at a total cost of \$3,523.

67.40 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$21,556.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Type	Cost
5110	Wyatts-Hoffmans	5.31	Bit. Mac. Pen. Method..	\$28,007 85

The following roads were given a surface treatment:

Road	Miles	Type of Treatment
640	1.60	Cold tar with iron ore tailings
788	5.00	Cold tar with iron ore tailings
793	2.34	Cold tar with iron ore tailings
1,028	1.37	Cold tar with iron ore tailings

Special Work

On road 788, 125 cubic yards of retaining wall was put in along the creek to prevent the road being washed out, at a total cost of \$1,100.

On road 1028, 125 cubic yards of retaining wall was put in to hold back the clay bank which has slid down over the road each spring, at a total cost of \$1,150.

Summary of Expenditures

Reconstruction	\$28,007 85
Surface treatments	3,523 00
Departmental material, labor and equipment.....	17,314 00
Patrol	4,242 00
Engineering, supervision and expenses.....	2,300 00
Total	<u>\$55,386 85</u>

SCHOHARIE COUNTY

In this county there are 50.35 miles of improved State and county highways of the following types

- 0.70 miles of cement concrete pavement.
- 16.81 miles of bituminous macadam, penetration method.
- 32.84 miles of waterbound macadam.

On the total mileage indicated above 4.31 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$25,855.

14.52 miles were given a surface treatment of bituminous material with cover, at a total cost of \$6,900.

35.71 miles were extensively repaired by the departmental repair gangs at a total cost of \$5,045.

35.71 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$3,500.

Of the roads reconstructed:

No.	Name	Length	Type	Cost
5086	Gallupville-Vroman.....	4.31	Bit. mac. pen. method.	\$25,855 00

Of the roads surface- treated:

Type of treatment	Cover	Mileage
L. C. T.....	Sand.....	14.52

Summary of Expenditures

Reconstruction	\$25,855 00
Surface treatments	6,900 00
Departmental material, labor and equipment.....	5,045 00
Patrol	3,500 00
Engineering, supervision and expenses.....	4,300 00
Total	<u>\$45,600 00</u>

SCHUYLER COUNTY

In this county there are 30.32 miles of improved State and county highways, of the following types:

- 1.48 miles of gravel road.
- 15.01 miles of waterbound macadam.
- 3.92 miles of bituminous macadam.
- 0.88 miles of concrete requiring surface treatment.
- 2.48 miles of block pavement.
- 6.55 miles of sub-base bituminous.

Of the total mileage indicated above 23.13 miles were given a surface treatment of bituminous material with cover, at a total cost of \$8,186.51.

23.65 miles were extensively repaired by department material and labor, at a total cost of \$6,391.47.



WASHOUT ON STATE HIGHWAY No. 5348 — STEUBEN COUNTY, CAUSED BY SUMMER FLOOD.

29.01 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$7,152.58.

Surface Treatment

Type of treatment	Cover	Mileage
Bit. mat. L. H. O.....	No. 1 stone.....	1.71
Bit. mat. L. H. O.....	No. 1 stone.....	1.24
Bit. mat. L. H. O.....	No. 1 stone.....	1.64
Bit. mat. L. H. O.....	No. 1 stone.....	.65
Bit. mat. L. H. O.....	No. 1 stone.....	3.95
Bit. mat. L. H. O.....	No. 1 stone.....	4.76
Bit. mat. L. H. O.....	No. 1 stone.....	.48
Bit. mat. L. H. O.....	No. 1 stone.....	6.55
Bit. mat. L. H. O.....	No. 1 stone.....	1.04
Bit. mat. L. H. O.....	No. 1 stone.....	1.11

Special Work

Horseheads-Montour Falls State Highway No. 5208

Six hundred and twenty-five lineal feet of bank protection was constructed, slides removed and extensive patching and leveling was done preparatory to oiling, at a total cost of \$1,580.

Montour Falls State Highway No. 5160

The building or raising of various drop-inlets along highway, extensive patching and leveling preparatory to oiling, scraping of shoulders, at a total cost of \$260.

Montour Falls-Alpine, Part 1, County Highway 1232

Constructing of head-walls, extensive patching and leveling preparatory to oiling, scraping of shoulders, at a total cost of \$321.47.

Montour Falls-Alpine, Part 2, County Highway 999

Extensive patching and leveling preparatory to oiling, extra ditching, scraping shoulders, at a total cost of \$980.

Tyrone-Reading County Highway No. 1005

Extensive patching and leveling preparatory to oiling, and scraping of shoulders, at a total cost of \$1,020.

Watkins-Bennettsburg State Highway No. 5295

Extensive patching and leveling preparatory to oiling, removal of slides and scraping of shoulders, at a total cost of \$1,230.

Summary of Expenditures

Resurfacing .....	.....
Surface treatments	\$8,186 51
Departmental material, labor and equipment.....	10,718 05
Patrol	2,826 00
Engineering, supervision and expenses.....	2,368 03
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Total	\$24,098 59
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SENECA COUNTY

In this county there are 50.10 miles of improved State and county highways of the following types:

- 40.11 miles of bituminous macadam, penetration method.
- 0.70 miles of first-class concrete.
- 6.89 miles of second-class concrete.
- 2.36 miles of brick.
- 0.04 miles of stone block.

13.97 miles of this mileage were put under contract for a treatment of light hot oil with a cover of No. 1 crushed stone at a total contract cost of \$5,384.86.

15.38 miles of road were extensively patched and repaired by departmental forces at a cost for labor and material of \$10,586.24.

47.0 miles of road were maintained by patrolmen with materials supplied by the Department at a cost of patrol of \$4,794.

Summary of Expenditures

Surface treatment	\$5,384 86
Departmental labor and material.....	11,361 24
Patrol	4,794 00
Engineering and expenses.....	3,681 00
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Total	\$25,221 10
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STEEBEN COUNTY

In this county there are 143.43 miles of improved State and county highways, of the following type:

14.07 miles of gravel roads.

69.00 miles of waterbound macadam.

40.44 miles of bituminous macadam.

12.87 miles of concrete requiring surface treatment.

0.27 miles of first-class concrete.

6.78 miles of block pavement.

Of the mileage shown above 1.69 miles are within city limits.

Of the total mileage indicated above 2.05 miles were resurfaced or placed under contract for resurfacing at a total cost of \$11,245.47.

68.12 miles were given a surface treatment of bituminous material with cover, at a total cost of \$26,518.22.

49.71 miles were extensively repaired by departmental repair gangs, at a total cost of \$56,998.43.

78.63 miles were given ordinary repairs before the assigning of patrolmen, at a total cost of \$25,074.55.

93.46 miles were maintained by patrolmen with material supplied by Department, at a total cost of \$11,886.58.

Note.—Patrolmen were employed for an average of four months during the season.

Of the roads resurfaced:

Hornell-Arkport State Highway No. 5254

Town of Hornellsville was resurfaced for a length of .99 miles with a 2½-inch top course of bituminous macadam, at a total cost of \$5,567.07.

Big Creek County Highway No. 906

Was resurfaced for a length of 1.06 miles with a 2½-inch top course of bituminous macadam, at a total cost of \$5,678.40.

13.43 miles were surface treated with an application of T. C. A. with a cover of No. 1 size broken slag.

49.69 miles were surface treated with an application of L. H. O. with a cover of No. 1 size broken slag.

An expenditure for extraordinary repairs was necessary on a number of highways in this county, due to cloudburst and resulting floods during the months of May and June. In several cases fills, etc., which had been restored following the floods in May were again destroyed by succeeding floods before suitable bank protections could be erected.

A list of roads and the repairs made necessary by the above mentioned floods is as follows:

Big Creek County Highway No. 906

Earth excavation to clear creek channel, 1,296 cubic yards	\$800 00
Cleaning ditches and culverts	837 00
Building temporary roadway and removing flood debris from pavement	625 00
Removing slides, 465 yards	186 00
Construction of two dams to turn creek back into its proper channel containing rip rap, 184 yards; stone fill, 316 yards	684 00
Rock excavated from quarries for rip rap and stone fills, 620 yards	372 00
Dry walls for bank protection, 570 yards	1,725 00
Gravel and earth fills, 3,640 yards	1,998 00
Stone fill, 4,394 cubic yards	4,594 00
Gravel placed on roadway from stations 28+00 to 80+00, 3,425 cubic yards	1,912 00
Concrete wall for bank protection, 244 cubic yards, at stations 80+50 to 82+8, third class concrete	1,641 11
Piling, planked for bank protection, piles spaced five feet, 996 lineal feet	2,296 00
Restoring and patching bituminous top	2,994 00
Total	<u>\$20,664 11</u>

Hornell-Canisteo State Highway No. 5212

Removing of slides and flood debris, cleaning ditches and culverts and restoring eroded shoulders and building of dry walls, a total cost of \$1,829.85.

Canisteo-Jasper State Highway No. 5348

Stone fill, 1,695 cubic yards.....	\$1,271 25
Gravel fill, 3,877 cubic yards.....	1,628 75
Dry wall, 610 cubic yards.....	1,820 00
Bank slides removed from road, 2,550 cubic yards	2,075 00
Placing timber cribbing and backfill for bank protection, 545 lineal feet.....	1,472 25
Placing logs behind steel piles in place, 125 lineal feet	93 75
Building temporary roads during progress of reconstruction	270 00
Removing flood debris.....	300 00
Cleaning ditches and culverts.....	1,136 61
Opening creek channel.....	985 00
Driving piles, planking and backfilling same, 710 lineal feet	1,685 00
Two bridge approaches.....	200 00
Total	<u>\$12,937 61</u>

Arkport-Dansville State Highway No. 5352

Removing slides and cleaning ditches, 965 cubic yards	\$659 00
Cleaning ditches and culverts.....	845 70
Scraping two miles shoulders, right and left.....	128 00
Patching pavement, including 550 yards of maintenance stone	2,111 57
Laying cobble gutters, 1,334 lineal feet.....	1,045 00
Total	<u>\$4,789 27</u>

Big Creek County Highway No. 1000

Timber cribbing for bank protection, 246 feet.....	\$366 40
Restoring shoulders, cleaning ditches and culverts.	176 35
Total	<u>\$542 75</u>

The following roads were very extensively repaired by departmental patrol gangs:

Big Creek County Highway No. 907

Cleaning ditches and culverts.....	\$548 20
Scraping shoulders entire length of road.....	139 50
Patching pavement	788 45
Total	<u>\$1,476 15</u>

Wayland-Dansville County Highway No. 1292

Repairing frost boils, restoring subbase and macadam	\$492 95
Cleaning ditches and culverts.....	178 33
Total	<u>\$671 28</u>

Bath-Avoca State Highway No. 5204

Extensive repairing frost boils.....	\$644 00
Scraping shoulders and cleaning ditches entire length of road.....	912 15
Extensive patching pavement.....	1,939 66
Total	<u>\$3,495 81</u>

Campbell-Bath State Highway No. 5224

Cleaning ditches and culverts.....	\$1,821 00
Removing slides, 980 yards.....	643 50

STATE COMMISSIONER OF HIGHWAYS

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Patching pavement, repairing frost boils.....	\$1,277 00
Scraping shoulders	382 40
Total	<u>\$4,123 90</u>

Jasper-Addison State Highway No. 5253

Repairing washouts and restoring shoulders washed out by floods.....	\$1,768 70
Removing slides and cleaning ditches.....	1,924 00
Patching pavement	341 00
Total	<u>\$4,033 70</u>

Hornell-Arkport State Highway No. 5254

Repairing one mile with a 6-inch application of rolled gravel, 690 cubic yards.....	\$1,175 00
Extensive patching of pavement preparatory to oiling	862 00
Scraping shoulders and cleaning ditches.....	788 00
Total	<u>\$2,825 00</u>

Hornell-Almond State Highway No. 5255

Restoring shoulders which were washed away by flood	\$337 50
Extensive patching preparatory to oiling, and replacing wearing course which was washed off by floods	1,167 80
Total	<u>\$1,505 30</u>

Canisteo-Jasper State Highway No. 5348

Village of Canisteo, constructed 2,667 square yards of Amiesite pavement, at a total cost of \$1,870.

Surface Treatment

Resurfacing	\$13,115 47
Surface treatments	26,518 22
Departmental material, labor and equipment	78,622 54
Patrol	4,391 50
Engineering and supervision	8,985 37
Total	<u>\$131,833 10</u>

SUFFOLK COUNTY

In this county there are 100.60 miles of improved State and county highways, of the following types:

- 9.8 miles of gravel.
- 10.3 miles of waterbound macadam.
- 35.47 miles of bituminous macadam, penetration method.
- 9.62 miles of bituminous macadam, mixing method.
- 2.14 miles of concrete requiring surface treatment.
- 33.27 miles of first-class concrete.

Of the total mileage indicated above 1.75 miles were reconstructed by contract at a total cost of \$18,047.

2.14 miles were placed under contract for resurfacing at a total cost of \$13,886.

14.14 miles were given a surface treatment of bituminous material with cover at a total cost of \$16,369..

25.63 miles were extensively repaired by the departmental repair gangs at a total cost of \$4,960.

97.0 miles were maintained by patrolmen with materials supplied by the department at a total cost of \$12,912.

The following road was reconstructed under repair contract: Road 743, Babylon-Bayshore, 1.75 miles, formerly of waterbound macadam was reconstructed with a first-class concrete pavement at a cost of \$18,047.

The following road was placed under contract for resurfacing: Road 5112, Jericho Turnpike, 2.14 miles, formerly of second-class concrete with a 2½ inch bituminous macadam, penetration method top course, at a cost of \$13,886.

Surface Treatment

4.50 miles were treated with a smoothing coat of 1½ inch stone and heavy applications of asphaltic binder and cover of 2 inch trap rock and local sand and gravel at a cost of \$13,878.

9.64 miles were treated with an application of cold tar and local sand at a cost of \$2,491.

On the Patchogue-Moriches road No. 5488 where seven breaks in the cement concrete pavement occurred, due to expansion, 110 square yards of pavement were replaced by a Department repair gang at a cost of \$261.

Summary of Expenditures

Reconstruction	\$18,047 00
Resurfacing	13,886 00
Surface treatments	16,369 00
Departmental material, labor and equipment	12,308 00
Patrol	5,825 00
Engineering, supervision and expenses	6,012 00
	<hr/>
Total	\$72,447 00
	<hr/> <hr/>

TOMPKINS COUNTY

In this county there are 100.81 miles of improved State and county highways, of the following types:

81.36 miles of waterbound macadam.

17.06 miles of bituminous macadam.

2.39 miles of block pavement.

1.06 miles of the above is located within city limits.

Of the total mileage indicated above 1.80 miles were resurfaced or placed under contract, at a total cost of \$7,826.48.

47.78 miles were given a surface treatment of bituminous material with cover, at a total cost of \$19,147.59.

99.54 miles were extensively repaired by the Departmental repair gangs at a total cost of \$18,248.29.

93.97 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$15,305.36.

Roads Resurfaced

Catskill Turnpike, Part 3, County Highway No. 483.

1.80 miles of 2½ inch bituminous top course macadam.
Of the roads surface treated:

Type of treatment	Coqer	Mileage
Bit. mat. L. H. O....No. 1	limestone.....	0.58
Bit. mat. L. H. O....No. 1	limestone.....	8.66
Bit. mat. L. H. O....No. 1	limestone.....	3.95
Bit. mat. L. H. O....No. 1	slag.....	3.57
Bit. mat. L. H. O....No. 1	limestone.....	0.84
Bit. mat. L. H. O....No. 1	limestone.....	1.37
Bit. mat. L. H. O....No. 1	limestone.....	3.39
Bit. mat. L. H. O....No. 1	limestone.....	1.92
Bit. mat. L. H. O....No. 1	limestone.....	5.09
Bit. mat. L. H. O....No. 1	limestone.....	6.60
Bit. mat. L. H. O....No. 1	limestone.....	2.39
Bit. mat. T. C. A....No. 1	limestone.....	6.29
Bit. mat. T. C. A....No. 1	limestone.....	3.04

Summary of Expenditures

Resurfacing	\$7,826 48
Surface treatments	19,147 59
Departmental material, labor and equipment	22,507 40
Patrol	5,610 00
Engineering, supervision and expenses	5,436 25
Total	<u>\$60,527 72</u>

TIOGA COUNTY

In this county there are 52.60 miles of improved State and county highways of the following types:
6.00 miles of gravel roads.
39.94 miles of waterbound macadam.
3.86 miles of bituminous macadam.
1.83 miles of block pavement.
.97 miles of subbase bituminous.
Of the total mileage indicated above 17.17 miles were given a

surface treatment of bituminous material with cover at a total cost of \$9,652.95.

50.97 miles were extensively repaired by the departmental repair gangs at a total cost of \$12,642.01.

50.97 miles after having been repaired were maintained by patrolmen with material supplied by the department at a total cost of \$9,644.78.

Roads Surface Treated

<i>Type of treatment</i>	<i>Cover</i>	<i>Mileage</i>
L. H. O.....	No. 1 size stone.....	4.01
L. C. O.....	No. 1 size stone.....	7.39
L. H. O.....	No. 1 size stone.....	.15
L. H. O.....	No. 1 size stone.....	9.95
L. H. O.....	No. 1 size stone.....	2.69
L. H. O.....	No. 1 size stone.....	.70
Standard Asphaltic		
Road Oil No. 5.....	Sand	1.28

Special Work

Newark Valley-Berkshire County Highway No. 927

Extensive patching and leveling of pavement preparatory to oiling and scraping of shoulders full length of road, 7.39 miles, at a total cost of \$800.

Waverly-Owego, Part 2, State Highway No. 5168

Repairing of guard railing, excavation of frost boils, reconstructing and constructing subbase bottom course and macadam top course, scraping one mile of shoulders and extensive patching and leveling of pavement, at a total cost of \$2,087.32.

Owego-Binghamton State Highway No. 5215

Building of guard rail, excavating frost boils, reconstructing and constructing subbase bottom course and macadam top course, deepening ditches, scraping shoulders, building one new culvert and head walls on two culverts and paving 700 lineal feet of shoulders, at a total cost of \$2,045.19.

Waverly-Owego, Part 3, State Highway No. 5257

Built foundation and buttresses for revetment wall, building of dry walls to extent of 250 cubic yards, removing slides and extensive patching and leveling preparatory to oiling, at a total cost of \$2,362.45.

Swartwood Crossing State Highway No. 5429

Removal of slides, building of dry walls to prevent further sliding of material and extensive patching and leveling preparatory to oiling, at a total cost of \$900.

Owego-Candor, Part 2, State Highway No. 5471

Replacing 100 lineal feet of pavement, laying of cobble gutter and dry wall, patching and leveling top course preparatory to oiling at a total cost of \$1,026.

Summary of Expenditures

Resurfacing	None
Surface treatments	\$9,652 95
Departmental material, labor and equipment.	12,697 65
Patrol	4,936 90
Engineering, supervision and expenses.	3,375 03
Total	<u>\$30,662 53</u>

SULLIVAN COUNTY

In this county there are 60.03 miles of improved State and county highways of the following types:

- 0.29 miles of brick pavement.
- 7.44 miles of hassam concrete.
- 1.56 miles of Topeka (concrete base).
- 42.73 miles of bituminous macadam, pen. method.
- 8.01 miles of waterbound macadam.

Of the total mileage indicated above 7.61 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$44,930.

23.20 miles were given a surface treatment of bituminous material with cover, at a total cost of \$6,770.

51.49 miles were extensively repaired by the departmental repair gangs, at a total cost of \$10,900.

55.59 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$4,650.

Roads Reconstructed

No.	Name	Length	Type	Cost
700	Liberty-Jeffersonville. Pt. 2	5.16	Bit. mac. pen. method.	\$30,965 00
795	Jeffersonville-Kenoza Lake-Fosterdale	2.45	Bit. mac. pen. method.	13,965 00

Roads Surface Treated

Type of treatment	Cover	Mileage
L. C. O.	Sand	23.20

Summary of Expenditures

Reconstruction	\$44,930 00
Surface treatments	6,770 00
Departmental material, labor and equipment	10,900 00
Patrol	4,650 00
Engineering, supervision and expenses	4,600 00
Total	<u>\$71,850 00</u>

ULSTER COUNTY

In this county there are 154.53 miles of improved State and county highways of the following types:

83.38 miles of waterbound macadam.

67.81 miles of bituminous macadam, penetration method.

1.91 miles of concrete requiring surface treatments.

1.43 miles of block pavement.

Of the total mileage indicated above 4.33 miles were reconstructed or placed under contract for reconstruction at a total cost of \$9,148.

48.54 miles were given a surface treatment or placed under contract for surface treatment of bituminous material with cover at a total cost of \$23,410.

47 miles were extensively repaired by the departmental repair gangs, at a total cost of \$12,200.

153.35 miles were maintained by patrolmen, with materials supplied by the department, at a total cost of \$24,081.

Reconstruction

Road No. 118, Shandaken-Hurley, part 1, 0.83 miles, formerly of waterbound macadam, was placed under reconstruction with field stone foundation course where necessary, and a 3-inch top course of bituminous macadam penetration method, at a cost of \$5,660.

Road No. 38, Saugerties-Woodstock, part 2, 3.00 miles were rebuilt by department forces, using considerable material bought in former years, with a bituminous macadam top course, penetration method, varying from 1½ inch to 2½ inches in depth, at a cost of \$2,822.

Road No. 142, Saugerties-Woodstock, part 3, 0.50 miles, formerly Hassam pavement, was resurfaced by department forces, using considerable material bought in former years, with a 2-inch bituminous macadam, penetration method, at a cost of \$666.

Surface Treatment Completed or Under Contract

37.78 miles of surface treatment of cold application tar and gravel or No. 1 crushed stone cover at a cost of \$17,929.

4.51 miles of surface treatment of light hot oil and No. 1 crushed stone at a cost of \$3,330.

6.25 miles of surface treatment of light cold oil and No. 1 gravel at a cost of \$2,151.

Summary of Expenditures

Reconstruction	\$9,148 00
Surface treatment	23,410 00
Departmental material, labor and equipment	23,446 00
Patrol	12,722 00
Engineering, supervision and expenses	4,788 00
Total	<u>\$73,514 00</u>

WARREN COUNTY

In this county there are 94.48 miles of improved State and county highways of the following types:

0.15 miles of gravel roads.

0.70 miles of waterbound macadam.

81.84 miles of bituminous macadam, asphalt binder.

5.84 miles of bituminous macadam, tar binder.

4.58 miles of second class concrete.

0.76 miles of brick pavement.

0.61 miles of asphalt block.

Of which 0.61 miles are within the corporate limits of cities.

Of the total mileage indicated above none was reconstructed or placed under contract for reconstruction.

35.51 miles were given a surface treatment of bituminous material with cover at a total cost of \$16,828.

1.48 miles were extensively repaired by departmental repair gangs at a total cost of \$3,465.

93.00 miles were maintained by patrolmen with material supplied by the department at a cost of \$16,917.

The following roads were given a surface treatment:

<i>Road</i>	<i>Miles</i>	<i>Type of Treatment</i>
417.....	7.56.....	L. C. O. and sand cover
418.....	9.74.....	L. C. O. and sand cover
656.....	1.98.....	L. C. O. and sand cover
5055.....	1.63.....	L. H. O. and sand cover
5088.....	1.53.....	L. H. O. and sand cover
5158.....	6.50.....	B. M. T. C. A. and sand cover
5185.....	6.57.....	B. M. A. Binder and No. 1 and No. 2 stone roller

Special Work

On road 692, at station 138, a dike and dam 150 feet long, 15 feet high and only 14 feet between guard rails, which was approached down a grade by a sharp blind curve, was widened to a 24-foot roadway; new guard railing placed and the bank cut away on the inside of the blind curve to provide a good line of sight. Several accidents had already occurred at this point. The cost of the work was \$1,207.

On this same road (No. 692) 586 lineal feet of 6-inch vitrified tile underdrain were placed along the ditch line and about 3 feet under ground to drain wet pockets and springy ground as noted below at a cost of \$243, including excavation.

On road 417 at station 223 the old dry stone retaining wall on the right began to slide, allowing the road surface to sink. It

was rebuilt of dry stone farther from the road which will allow a material improvement in the alignment of the road at this point. The cost of the work was \$245.

On road 418 a dry stone retaining wall 20 feet high on the right from station 72+00 to 72+50 slid out and was rebuilt as cement masonry at a cost of \$708.

At station 184 of this same road a new 2x2 concrete culvert was built to drain wet land above the road and prevent it seeping under the roadbed. The cost was \$207.

On road 5,055, between stations 1 and 2, a new 12-inch concrete pipe culvert with drop inlets and gratings was placed across the road to the left leading to the railroad station at Riverside, to eliminate a constant muddy condition at this point. The cost of the work was \$61.46 in addition to the pipe, which was furnished by the town of Johnsburg.

Summary of Expenditures

Reconstruction . . . . .	.....
Surface treatments	\$16,828 00
Departmental material, labor and equipment	13,623 00
Patrol	6,759 00
Engineering, supervision and expenses	3,262 00
Total	<u>\$40,472 00</u>

WASHINGTON COUNTY

In this county there are 82.49 miles of improved State and county highways of the following types:

- 1.31 miles of gravel roads.
- 45.25 miles of waterbound macadam.
- 26.82 miles of bituminous macadam, asphalt binder.
- 3.98 miles of bituminous macadam, tar binder.
- 0.63 miles of first class concrete.
- 4.50 miles of brick pavement.

Of the total mileage indicated above, 5.21 were reconstructed or placed under contract at a cost of \$31,990.68.

26.70 miles were given a surface treatment of bituminous material with cover at a total cost of \$9,029.

1.31 miles were extensively repaired by the departmental repair gangs, at a total cost of \$1,031.

82.49 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$16,135.

The following roads were reconstructed or placed under contract:

<i>Road</i>	<i>Name</i>	<i>Length</i>	<i>Type</i>	<i>Cost</i>
723	Whitehall-Ft. Ann Town Line ..	4.77	W. B. Mac	\$25,973 10
722	Hebron Town Line-Granville ..	.44	W. B. Mac	6,017 58
				<hr/> \$31,990 68

The following roads were given a surface treatment:

<i>Road</i>	<i>Miles</i>	<i>Type of Pavement</i>
103	1.31	Patched with No. 1 and No. 2 crushed stone with H. G. R. No. 1, then oiled with L. H. O., and covered with I. O. tailing.
803	1.69	Patched with No. 1 and No. 2 crushed stone with H. G. R. No. 1, then oiled with L. H. O. and covered with I. O. tailings.
1224	5.55	Patched with No. 2 crushed stone and H. G. R. No. 1, oiled with H. C. T. C. A. covered with sand.
5293	6.01	Patched with No. 1 and No. 2 crushed stone and H. G. R. No. 1, oiled with L. H. O. covered with I. O. tailings.
5316	2.66	Patched with No. 1 and No. 2 crushed stone, and H. G. R. No. 1, oiled with L. H. O., covered with I. O. tailings.
5336	9.48	Patched with No. 1 and No. 2 crushed stone & H. G. R. No. 1, oiled with L. H. O., covered with I. O. tailings.
<hr/> 26.70		

Special Work

On highway 103 a strip 8 to 10 feet wide in the center, for the entire length of 1.31 miles, was covered with a layer of No. 1 and No. 2 stone mixed with H. G. R. No. 1 and later oiled with L. H. O. and covered with I. O. tailings. This patching was done by a gang under the supervision of the patrolman. The oiling was done under contract. The cost of the patching, exclusive of the service of the patrolman, was \$1,030.90.

On highway 722 about 2,300 feet of road which had broken up in the early spring, was dug out and a three-course waterbound macadam, averaging 11 inches in thickness, was built; shoulders were widened and ditches graded. This work was done by a gang from Great Meadow Prison at a cost of \$6,017.58.

Summary of Expenditures

Reconstruction	\$31,990 68
Surface treatment	9,029 00
Departmental material, labor and equipment.	11,016 00
Patrol	6,150 00
Engineering, supervision and expenses.	4,583 00
Total	<u>62,768 68</u>

WAYNE COUNTY

In this county there are 58.61 miles of improved State and county highways of the following types:

- 1.20 miles of gravel road.
- 13.46 miles of waterbound macadam.
- 26.65 miles of bituminous.
- 9.07 miles of concrete requiring surface treatment.
- 8.23 miles of Hassam concrete.

Of this mileage, 28.47 miles were put under contract for a treatment of L. H. O. or T. C. A. with No. 1 stone for cover at a total contract cost of \$11,008.44.

5.55 miles of shoulder on concrete roads were extensively built up with gravel, together with 15 miles of shoulders reshaped and gutters lowered to proper grade, at a cost of \$1,400.

26.65 miles of road were patched and repaired by Departmental repair gangs, at a cost of \$7,324.62.

58.61 miles of road were maintained by patrolmen with material supplied by the Department, at a cost of \$1,125.

Summary of Expenditures

Surface treatment	\$11,008 44
Departmental labor and material.	9,849 62
Patrol	4,794 00
Engineering and expenses	3,681 00
Total	<u>\$29,333 06</u>

WESTCHESTER COUNTY

In this county there are 217.84 miles of improved State and county highways, of the following types:

80.83 miles of waterbound macadam.

90.69 miles of bituminous macadam, penetration method.

4.14 miles of bituminous macadam, mixing method.

16.39 miles of concrete requiring surface treatments.

1.37 miles of first class concrete.

24.42 miles of block pavement.

Of the total mileage indicated above 6.59 miles were reconstructed by contract or Department forces at a total cost of \$61,833.

77.22 miles were given a surface treatment of bituminous material with cover at a total cost of \$48,932.

47.27 miles were extensively repaired by the Departmental repair gangs, at a total cost of \$9,110.

181.12 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$51,520.

Roads Reconstructed

Road No. 657, Croton River-Peeskill, 5.08 miles formerly of waterbound macadam was reconstructed under contract with a first class concrete pavement at a cost of \$55,060, and 0.22 of a mile was rebuilt by Department forces with a 12-inch field stone foundation and 3-inch waterbound top of old stone at a cost of \$1,237.

Road No. 20, White Plains-Armonk, part 1, 0.28 mile of waterbound macadam was resurfaced by Department forces with a 2-inch local stone waterbound macadam top at a cost of \$942.

Road No. 51, Mt. Kisco-Bedford, 0.09 mile of bituminous macadam, penetration method, was rebuilt by Department forces with a 12-inch field stone foundation, 3-inch broken stone bottom and 3-inch broken stone top course bituminous macadam, penetration method, at a cost of \$907.

Road No. 331, Peekskill-Salem Center, part 3, 0.35 mile of waterbound macadam was rebuilt by Department forces with a 12-inch field stone foundation and 3-inch waterbound top of the old stone at a cost of \$1,904.

Road No. 519 Mt. Kisco-Pleasantville, 0.28 mile of water-bound macadam was resurfaced by Department forces with 2-inch top course of local stone and asphaltic emulsion binder at a cost of \$934.

Road No. 5231, Yonkers-White Plains, 0.29 mile of mixing method gravel was resurfaced by Department forces with a 2-inch top course bound with asphaltic emulsion at a cost of \$1,299.

Surface Treatment

69.69 miles were treated with a cold application of bituminous material and local sand and gravel where available or No. 1 crushed stone at a cost of \$29,117.

4.31 miles were treated with a smoothing coat of No. 3 crushed stone and heavy applications of asphaltic binder and cover of No. 2 and No. 1 crushed stone at a cost of \$14,055.

3.22 miles were treated with a light application of cold tar and heavy applications of tar binder and No. 2 and No. 1 crushed stone at a cost of \$5,760.

Special Work

Gangs of convicts from Sing Sing prison were used to advantage on 20.07 miles of road on which they cleaned shoulders and ditches and repaired the road surface at a cost of \$971 exclusive of any charge for the time of the prisoners.

Cancelled Repair Contract No. 847, Road No. 19, Mamaroneck-White Plains, was completed by Department forces at a cost of \$3,555 to be reimbursed from the contract funds.

Summary of Expenditures

Reconstruction	\$61,833 00
Surface treatment	48,932 00
Departmental material, labor and equipment	44,104 00
Patrol	20,902 00
Engineering, supervision and expenses	14,938 00
Total	<u>\$190,709 00</u>



ILLUSTRATING TYPICAL BROKEN MACADAM ROADWAYS, DUE TO WEAK CONSTRUCTION AND UNSTABLE SUBSOIL. PHOTO TAKEN EARLY IN SPRING AT TIME WHEN FROST HAD JUST LEFT THE GROUND.

WYOMING COUNTY

In this county there are 41.56 miles of improved State and county highways of the following types:

- 3.58 miles of brick.
- 3.52 miles of 2nd class concrete.
- 28.66 miles of Bit. Mac. asphalt binder.
- 5.80 miles of waterbound macadam.
- 12.45 miles were given a surface treatment of bituminous material with cover, at a total cost of \$3,085.35.
- 23.45 miles were extensively repaired by the Departmental repair gangs at a total cost of \$2,669.40.
- 38.54 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$5,063.53.
- 5.16 miles were covered, two applications, with calcium chloride at a total cost of \$662.73.

In this county a number of important repairs were made by the Department forces and patrol during the season, such as building retaining walls, culverts, stoning shoulders, sub-drains and surface oiling. Much extra work was needed due to the heavy floods early in spring, especially on Roads Nos. 5134 and 5410, where it was necessary to employ several teams, and men three weeks to remove dirt, refuse, etc. from these roads in order to permit travel in safety. The shoulders and ditches on these roads were practically rebuilt.

On Road No. 5400 a retaining wall 200 feet long was built and two culverts repaired.

On Road No. 854, a side culvert was built and shoulders trimmed.

Road No. 894, ditches lowered, shoulders trimmed and stoned.

Summary of Expenditures

Surface treatment	\$3,085 35
Department material, labor and equipment	4,821 56
Patrol	3,123 00
Engineering, supervision and inspection	1,629 66
Total	<u>\$12,659 57</u>

YATES COUNTY

In this county there are 34.75 miles of improved State and county highways, of the following types:

10.71 miles of waterbound macadam.

21.82 miles of bituminous macadam.

2.22 miles of block pavement.

Of the total mileage indicated above 23.70 miles were given a surface treatment of bituminous material with cover, at a total cost of \$8,768.16.

28.32 miles were extensively repaired by the Departmental repair gangs, at a total cost of \$8,253.71.

28.50 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$5,522.69.

Roads Surface Treated

<i>Type of treatment</i>	<i>Cover</i>	<i>Mileage</i>
Bit. Mat. L. H. O.....	No. 1. Limestone.....	5.18
Bit. Mat. L. H. O.....	No. 1. Limestone.....	5.53
Bit. Mat. L. H. O.....	No. 1. Limestone.....	5.95
Bit. Mat. L. H. O.....	No. 1. Limestone.....	7.04

*Special Work**Penn Yan-Halls Corners State Highway No. 5323*

Extensive excavation of frost boils and reconstruction of sub-base and macadam top course, also extensive patching and levelling of macadam top preparatory to oiling, at a total cost of \$3,840.

Dundee-Penn Yan State Highway No. 5324

Extensive excavation of frost boils and reconstruction of sub-base and macadam top course, also extensive patching and levelling of top course macadam preparatory to oiling, at a total cost of \$2,410.

Summary of Expenditures

Resurfacing	
Surface treatments	\$8,768 16
Departmental material, labor and equipment.....	9,565 35
Patrol	2,199 00
Engineering, supervision and expenses	2,012 05
Total	<u>\$22,544 56</u>

Statistics as to the character and volume of existing traffic upon the system of improved highways are of interest, especially when considered in connection with expenditures for maintenance of the various types of construction. Previous enumerations of the traffic had been made during the seasons of 1909 and 1914 and it was decided to take another census during 1916 with the view of determining the increase of traffic consequent to the extension of the system of improved highways. Counts were made during a period of 11 hours by observers stationed at numerous locations in the several counties, but the complete data obtained being too voluminous and unwieldy for publication it has been condensed into a table of averages by counties, and submitted herewith. For purposes of comparison the results of the enumerations of 1909 and 1914 have been included.

The average values tabulated were arrived at by dividing the aggregate of the various counts within a county by the number of such counts.

TRAFFIC STATISTICS FOR YEARS, 1909, 1914 AND 1916

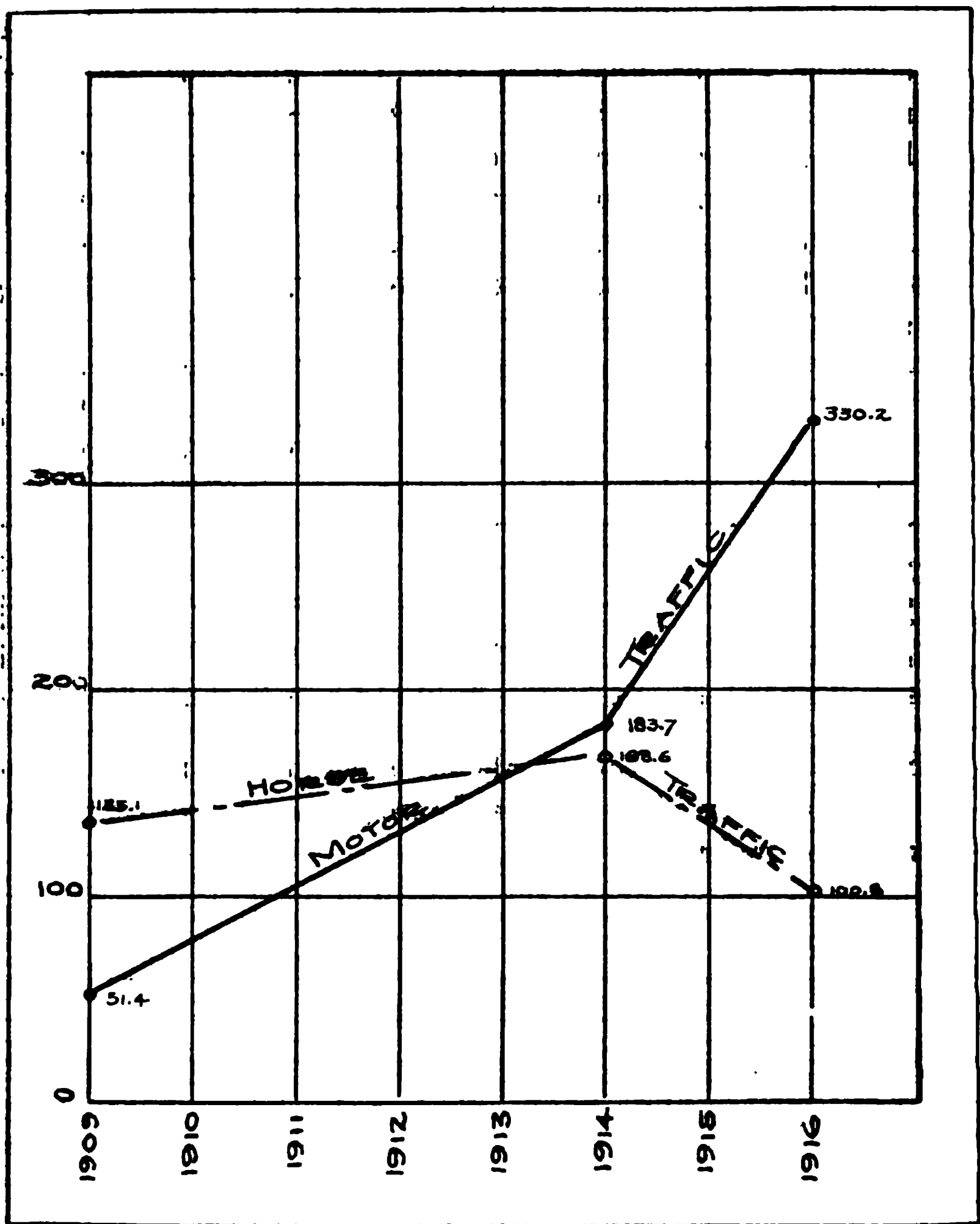
COUNTIES	1909 TRAFFIC, AVERAGE NUMBER OF VEHICLES		1914 TRAFFIC, AVERAGE NUMBER OF VEHICLES		1916 TRAFFIC, AVERAGE NUMBER OF VEHICLES	
	Motor	Horse	Motor	Horse	Motor	Horse
Albany.....	46	141	204	150	316	88
Allegany.....	.....	.....	138	240	213	101
Broome.....	24	108	116	178	216	98
Cattaraugus.....	30	102	73	183	261	151
Cayuga.....	33	162	209	141	374	127
Chautauqua.....	.....	.....	276	312	490	185
Chemung.....	42	178	223	169	332	108
Chenango.....	18	194	84	200	130	93
Clinton.....	25	80	34	265	445	156
Columbia.....	77	95	.....	.....	397	119
Cortland.....	32	147	153	191	231	133
Delaware.....	21	227	124	166	174	64
Dutchess.....	60	111	326	218	387	78
Erie.....	40	130	114	100	482	124
Essex.....	10	57	121	96	356	68
Franklin.....	9	105	57	96	158	75
Fulton.....	34	88	190	128	272	87
Genesee.....	88	146	327	215	607	94
Greene.....	59	257	209	151	295	73
Hamilton.....	.....	.....	97	42	194	23
Herkimer.....	90	96	190	111	333	74
Jefferson.....	23	121	131	114	266	85
Lewis.....	.....	.....	111	108	138	40
Livingston.....	.....	.....	170	125	484	125
Madison.....	27	100	197	121	245	93
Monroe.....	52	167	297	168	409	109
Montgomery.....	51	82	220	105	291	90
Nassau.....	78	111	284	102	716	82
Niagara.....	56	193	192	167	404	112
Oneida.....	48	85	228	180	349	121
Onondaga.....	24	141	253	228	391	120
Ontario.....	25	115	251	120	314	114
Orange.....	41	109	193	152	368	81
Orleans.....	26	124	378	367	338	169
Oswego.....	14	176	137	284	258	143
Otsego.....	32	132	99	136	271	110
Putnam.....	92	160	264	210	457	96
Rensselaer.....	63	206	155	138	247	62
Rockland.....	135	187	212	81	484	131
St. Lawrence.....	.....	.....	84	112	160	89
Saratoga.....	52	113	296	167	468	110
Schenectady.....	44	154	194	154	325	116
Schoharie.....	.....	.....	99	138	269	158
Schuyler.....	.....	.....	146	140	336	109
Seneca.....	22	92	209	190	410	108
Steuben.....	37	56	179	261	214	84
Suffolk.....	386	253	279	105	454	93
Sullivan.....	18	124	155	163	294	99
Tioga.....	.....	.....	76	196	175	78
Tompkins.....	19	89	129	170	188	88
Ulster.....	28	114	130	175	253	78
Warren.....	81	136	276	101	526	58
Washington.....	49	189	99	167	198	16
Wayne.....	.....	.....	182	218	281	161
Westchester.....	96	119	312	153	668	96
Wyoming.....	.....	.....	178	359	264	107
Yates.....	6	145	229	217	244	93
Total.....	2,363	6,217	10,289	9,444	18,820	57,43
Average.....	51.4	135.1	183.7	168.6	330.2	100

Conspicuous during the season of pleasure touring, were the number of cars of other than New York State registry, which element followed the principal through routes of travel.

In order to determine the extent of such foreign or visiting traffic, at the time of the latest enumeration, observers along the main routes were instructed in their count to differentiate between New York cars and cars of other registry, with the following results:

ROUTE	Number of observa- tions	Average number of cars, N. Y. registry	Average number of cars other than N. Y. registry
Peekskill to Albany.....	13	496	101
Saratoga to Jay.....	12	422	106
Albany to Buffalo.....	28	604	121
Syracuse to Watertown.....	7	420	25
Watertown-Alexandria Bay-Malone.....	8	230	24
Albany-Binghamton-Hornell.....	29	242	44

Summarizing the above, on the principal through routes, domestic cars constitute 85 per cent and foreign cars 15 per cent of the total motor traffic.



COMPARATIVE DIAGRAM SHOWING THE RESULTING AVERAGES OBTAINED BY THE FOREGOING TABLE .

ABBREVIATIONS

(As Used in the Following Cost Data Tables)

" A ".....	Bituminous material asphaltic binder.
Asp.....	Asphalt.
Bit.....	Bituminous.
Bot.....	Bottom.
C. O.....	Cold oil.
Conc.....	Concrete.
Cont.....	Contract.
D. F.....	Work done by department forces.
Found.....	Foundation.
Gals.....	Gallons.
Gr.....	Gravel.
H. C. T.....	High carbon tar.
H. G. R.....	Headley good roads material.
H. O.....	Hot oil.
L. H. O.....	Light hot oil.
L. C. O.....	Light cold oil.
Incl.....	Includes.
Lin. Ft.....	Lineal feet.
Mac.....	Macadam.
Mat.....	Material.
Mi.....	Miles.
Mix.....	Mixing method.
Pave't.....	Pavement.
Pen.....	Penetration method.
Recon.....	Reconstruction.
Sq. Yd.....	Square yard.
St.....	Stone.
Sta.....	Station.
W. B.....	Waterbound.

COST DATA FOR RECONSTRUCTION, 1916

COUNTY	Road number	Contract number	Miles	Square yards	Former type of pavement	Reconstructed type of pavement	Cost Per Mus.			Cost Per Square Yard	Remarks
							Structures	Pave-ment	Earth-work		
Albany	198	702	1.09	8,921	W. B. mac.	3-inch W. B. mac.	\$425 72	\$2,512 32	\$274 13	\$0 307	Foundation 7 1/2 inches.
	366	702	6.60	54,260	W. B. mac.	3-inch W. B. mac.	26 13	2,956 03	175 27	0 360	
	5,010	974	1.06	9,960	Bit. mac.	3-inch concrete pavement.	1,567 00	14,310 00	708 00	1 785	
	367	901	2.83	19,973	W. B. mac.	3-inch W. B. mac.	63 93	4,594 60	184 53	0 65	
	367	980	3.91	32,135	W. B. mac.	3-inch W. B. mac.	606 08	4,436 61	116 54	0 56	
Broome	178	902	7.38	60,466	W. B. mac.	3-inch W. B. mac.	153 16	3,384 87	177 63	0 41	Pavement includes top course and bit. mat. A. Bottom course, slag and foundation ad in any cost 39.6 cu yds a cost \$935.04 bottom course slag cost \$6,535.58. Total cost per sq. yd., including all items, \$1,046.
	125	812	2.46	22,885	W. B. mac.	3-inch bit. mac. pen. method	1,412 26	8,270 81	940 16	0 682	
	174	812	1.21	11,357	W. B. mac.	3-inch bit. mac. pen. method	None	6,757 26	172 60	0 720	
Cattaraugus	5,137	991	2.69	26,326	Old mac. 16 feet wide..	3-inch top course bit. mac. pen method		9,899 01	261 73	1 051	B. Y. include extra width paid for by State in Ausable Forks village. The figures shown include the cost of material delivered not under this contract which is necessary to determine true cost data.
Chemung	356	820	2.243	21,993	W. B. mac.	3-inch bit. mac. pen. method	\$112 82	5,010 67	105 06	0 5337+	Excavation for removal of pavement and digging of under-drain.
Clinton	476	960	5.36	44,845	W. B. mac.	2-inch bit. mat. A. pen. method	163 06	4,482 56	126 80	0 538	
Columbia	651	960	0.43	3,524	W. B. mac.	2-inch bit. mat. A. pen. method		4,261 26	67 91	0 519	The figures shown include the cost of material delivered not under this contract which is necessary to determine true cost data.
	615	816	3.25	27,468	W. B. mac.	3-inch bit. mac.		3,627 53	143 03	0 44	
	589	923	2.72	22,361	W. B. mac.	2 1/2-inch bit. mac.		5,775 41	170 30	0 70	
Greene	566	940	1.04	8,813	W. B.	Heavy surface treatment.		3,533 83	42 11	0 37	Excavation for removal of pavement and digging of under-drain.
	5,267	D. F.	0.22	1,944	3-inch bit top. 6-inch foundation	3-inch bit. top. 12-inch foundation		6,023 00	2,008 00	1 39	

Location	463	839	8 367	44,243	W. B.	3-inch W. B. & H. C. T	3,901 85	26 40	0 475	Width 14 feet. Under cost of pavement is included cost of excavation for new foundation.
Jefferson ..	825	804	2 47	20,336	Bit. mac. pen. method.	3-inch bit. mac. pen. method	153 11	239 83	0 573	
	423	946	3 31	23,714	Bit. mac. pen. method.	2-inch bit. mac. pen. method		158 88	0 439	
	236	D. F.	1 00	9,422	W. B. mac	Bit. mac. pen. method ..			0 337	Widened from 12 feet to 16 feet and then resurfaced. 89 sq. yd. 0.10 mi. brick = 911.5 sq. yd. at \$1.00; 0.99 mi. bit. mac. = 9,321.5 sq. yd. at \$0.45.
Livingston ..	807	854	1 09	10,232	Bit. mac. penetration.	Brick and 2-inch bit. mac	311 14	181 00	0 61	
	223	931	1 77	16,428	W. B. mac	2-inch bit. mac. pen. method		249 00	0 49	Cost based on final estimate.
Dutchess ..	537	906	1 13	9,722	W. B. mac	3-inch bit. mac. pen. method		361 00	0 67	Cost based on final estimate
	549	894	4 11	33,788	W. B. mac.	2-inch bit. mac. pen. method		255 00	0 41	Cost based on final estimate.
	563	D. F.	0 26	2,245	W. B. mac	15-inch foundation course		3,596 00	0 63	Includes foundation.
	637		0 46	1,965	W. B. mac.....	2-inch w. b. mac ..		1,005 00	0 72	
	745		0 33	2,067	W. B. mac	3-inch w. b. mac. 1 course.		1,700 00	0 65	Includes foundation.
	5,002		0 32	2,000	Bit. mac.	15-inch foundation course, top		4,040 00	1 76	Includes foundation.
	5,135		0 11	459	Bit. mac	2-inch oil emulsion top		2,290 00	1 39	Includes foundation.
Erie	23	828	0 87	10,153	W. B. mac	2-inch oil emulsion top		396 00	1 373+	Earthwork Earth excavation. Restoring shoulders and includes all other items.
						3-inch mixed asphalt				Pavement includes scarifying, top course, bit. mac., earth-
	529	939	3 55	29,170	W. B. mac	3-inch bit. mac. pen ..	15 85	230 02	675	
Franklin ..	830	949	2 53	20,795	Bit. mat. pen	2 1/2 bit. mac. pen	419 76	444 31	0 406	Most gravel for resurfacing
	9,007	D. F.	2 00	11,733	Gravel road.	Gravel	106 87		0 138	picked up alongside of road.

COST DATA FOR RECONSTRUCTION, 1916 — (Continued)

COUNTY	Road number	Contract number	Miles	Square yards	Former type of pavement	Reconstructed type of pavement	Cost Per Mile			Remarks
							Structures	Pave-ment	Earth-work	Cost Per Square Yard
Fulton...	376	836	2.380	16,752	Waterbound	3-inch bit. mac. pen.	\$386 90	64,436 52	\$393 84	30 630
Monroe ...	362	945	0.622	5,992	Waterbound..	2-inch bit. mac. pen.	145 50	6,516 13	277 46	0 721
	167	853	1.76	12,390	Waterbound	3-inch waterbound	.	5,572 70	396 31	0 79
	399	838	1.43	13,450	Waterbound	3-inch waterbound	.	4,723 45	446 54	0 50
	172	811	0.67	6,300	Waterbound.	Brick...	.	19,802 39	228 77	2 10
	82, 276	637	0.56	6,065	Waterbound	Brick	.	18,539 73	1,351 16	1 71
	81	D. F.	0.20	1,777	"A" binder	Bit. mac	.	4,807 15	.	0 54
	83	D. F.	0.70	6,577	"A" binder	Bit. mac	.	3,564 36	.....	0 39
	494	D. F.	0.848	8,098	"A" binder	Bit. mac	73 92	4,915 81	.	0 52
	107	944	3.636	30,033	Waterbound	3-inch waterbound	.	3,793 75	395 93	0 459
	152	D. F.	0.08	750	Waterbound	H. G. R. mixing method.	.	3,323 25	552 00	0 354
Newman.	298	D. F.	0.75	6,160	Waterbound	Bit. mac. pen. method	.	2,967 88	371 33	0 3613
	5,126	D. F.	0.14	1,314	Bit. mac. pen. method	Bit. mac. pen. method	.	9,030 00	430 00	0 965
	5,100	929	1.17	10,987	3-inch bit top	0-inch cement concrete	7 00	9,983 00	158 00	1 06
	434	D. F.	0.34	3,200	3-inch waterbound	1½-inch bit mac. T binder	.	6,030 00	.	0 641
	540	D. F.	0.78	2,796	3-inch waterbound	2-inch bit mac. H G R binder...	.	6,890 00	1,368 00	0 767

Ningara	473	000	2 17	20,350	Mac waterbound	2 1/2-inch bit mac pen	0 21	5,443 13	230 36	0 401	Pavement includes 3 stone No. 2, B stone No. 2, scarifying, top course and bit. mac. pen. No. 2 and No. 3 stone used for levelling rule, etc.; earthwork
	729	907	2 30	94,896	Bit. mac	3 1/2-inch bit. mac. pen...	278 32	4,230 37	365 96	0 544	
Orinda	71	848	2 090	19,520	Waterbound.	3-inch bit. mac. pen...	697 29	5,463 69	211 15	0 533	
	139-271	958	3 802	36,040	Waterbound	2 1/2-inch to 3-inch bit. mac. pen.....	31 15	5,681 30	332 41	0 599	Width 16 feet. Under cost of pavement and structures is included cost of excavation for these items.
Orondaga	5,365	979	0 6	5,562 5	Hamam	3 1/2-inch brick	3,568 86	19,561 46	3,060 00	2 11	
	330	985	2 44	20,112	Waterbound	2 1/2-inch bit. mat. A., pen.	..	4,057 83	357 09	4922	
	1,070	985	1 26	10,430	Waterbound	2 1/2-inch bit. mat., A. pen.	..	3,924 75	317 76	0 4741	
	5,244	976	4 84	45,400.66	Gravel concrete..	2-inch tax. method, type No. 2	..	7,764 13	168 01	8277	\$412.50.
	5,274	968	0 90	8,837	Gravel concrete	2-inch Amiesite	..	9,573 25	136 89	0 9749	
	896	D. F.	0 30	2,816	Bit. mac	Guelph paving process	..	7,110 00	..	0 756	
	484	944	5 68	40,100	Waterbound	3-inch waterbound	..	2,772 54	240 04	0 39	Application cal. chloride.
Ontario	42	927	2 10	17,947	Gravel	3-inch bit mac	877 00	7,006 00	994 00	0 83	3-inch bit. top, 8-inch sub-base bottom or 5-inch bottom stone.
Orange											Increased cost due to extra foundation course
	43	934	0 81	6,852	Waterbound mac	2 1/2-inch bit mac	215 00	5,005 00	595 00	0 68	
	113	924	2 29	18,806	Waterbound mac	2 1/2-inch bit. mac	277 00	4,171 00	358 00	0 51	
	42	D. F.	0 10	821	Bit. mac	2 1/2-inch bit. mac	..	5,040 00	1,812 00	0 69	9-inch sub-base
	412	D. F.	0 11	904	Bit. mac	H. G. R. top, 2 1/2-inch bit. top	..	7,060 00	1,780 00	0 86	8-inch sub-base.
	415	D. F.	0 16	1,478	Bit. mac	H. G. R. top, 2 1/2-inch bit. top	..	6,189 00	2,222 00	0 75	8-inch sub-base.
	5,007	D. F.	0 23	2,138	Bit. mac	2 1/2-inch bit. mac	..	6,404 00	1,730 00	0 66	8-inch sub-base.

COST DATA FOR RECONSTRUCTION, 1916 — (Concluded)

COUNTY	Road number	Contract number	Miles	Square yards	Former type of pavement	Reconstructed type of pavement	Cost Per Mile			Remarks
							Structures	Pave-ment	Earth-work	Cost Per Square Yard
Orleans Reconstruction	392	939	1.46	13,700	Waterbound	3-inch waterbound	..	\$5,349.58	\$331.93	\$0.57
	77	899	0.43	3,998	W. B. mac	3-inch W. B. mac	..	5,285.83	184.48	0.564
	201	869	0.49	4,622	W. B. mac	3-inch W. B. mac	..	5,285.83	184.48	0.564
	536	907	1.36	12,800	W. B. mac	2-inch bit. mac. pen.	..	5,588.72	368.13	0.594
	202	907	4.56	42,777	W. B. mac	2-inch W. B. mac	..	5,588.72	866.13	0.594
	194	871	1.47	13,787	W. B. mac	3-inch W. B. mac	..	4,489.28	184.78	0.325
	195	908	3.77	30,971	Concrete	2 1/2-inch bit. mat., "T" pen.	..	6,626.12	553.30	0.607
	197	913	1.60	13,145	W. B. mac	3-inch W. B. mac	8393 14	5,097.38	211.25	0.621
	107	913	1.73	14,233	W. B. mac	2-inch bit. mac	164 65	4,244.45	210.17	0.517
	200	911	2.75	23,158	W. B. mac	3-inch W. B. mac	227 58	5,053.49	416.19	0.600
Rockland	9,000	933	0.86	8,071	Bit. macadam	Top course, 2 1/2-inch bit. mac., pen. tar binder; 2-inch bottom course in same place.	..	5,171.19	441.17	0.546
	9,006	D. F. & R. C. 680	0.37	3,600	W. B. mac	Top course, 3-inch bit. mac., pen. tar binder, bottom course, 4-inch broken stone	148 73	6,425.41	524.10	0.660
St. Lawrence	967	D. F.	0.085	700	Waterbound	Bit. mac., pen.	..	8,230.58	..	0.9694
	5,303	D. F.	0.16	1,501	Earth	Bit. mac., pen.	..	8,655.56	..	0.923
	5,509	D. F.	0.04	320	Earth	Bit. mac., pen.	..	7,247.60	..	0.919
	733	818	5.50	45,173	Waterbound	3-inch bit. mac., pen.	..	4,276.96	94.27	0.5307
Saratoga	733	918	2.52	20,010	Waterbound	3-inch bit. mac., pen.	..	5,073.11	394.87	0.6203
	732	841	3.78	31,111	Waterbound	3-inch bit. mac., pen.	..	5,454.16	150.92	0.6644
	5,032	947	2.50	23,825	Bit. mac., pen. method	2-inch bit. mac., pen.	68 44	4,340.95	553.84	0.4594
	521	948	0.606	5,050	Waterbound	2-inch bit. mac., pen.	..	4,587.17	371.40	0.5495
	441-4	861	2.37	18,667	Waterbound	Grout bit. mac. A. binder, heavy surface treatment.	..	3,276.23	52.86	0.40

Schenectady.	640	844	0.89	8,356	Waterbound.....	2-inch bit. mac., concrete base.....	.....	9,962 00	528 00	1.06	Cost per S. Y. 2-inch top, \$0.46. Cost per S. Y. concrete base, \$0.60. 30 cu. yd. sub-base at a cost of \$48.50.
Seneca.....	944	D. F.	0.18	1,660	Bit.....	3-inch bit. mat A., pen....	.....	6,654 00	251 31	0.7259	
Steuben.....	908	935	1.06	8713.4	Bituminous macadam..	2½-inch bit. mac.....	.....	4,838 69	518 15	0.589	
5,254	935	935	0.99	9231.1	Bituminous macadam..	2½-inch bit. mac.....	.....	5,465 95	157 35	0.586	
Suffolk.....	694	851	3.00	24,640	W. B. macadam.....	Bit. mac., heavy surface treatment.....	.....	3,012 00	264 00	0.36	
743	924	924	1.75	16,427	Bit. mac.....	Concrete.....	9 00	10,145 00	158 00	1.08	
5,111-											
Tompkins.....	5,112	813	4.08	38,347	Concrete.....	2½-inch bit. mac.....	.....	4,024 00	79 00	0.436	
483	954	954	1.8	12,672	W. B. mac.....	2½-inch bit. mac.....	.....	4,130 31	217 73	0.586	
228	840	840	4.82	41,660	W. B. mac.....	2-inch bit. mac.....	.....	4,011 52	83 22	0.464	2-inch top, 3-inch bottom where necessary.
Washington....	38	D. F.	3.00	21,120	Bit. mac.....	2-inch bit. mac.....	.....	2,222 63	.....	0.316	
142	D. F.	D. F.	0.50	4,107	Haasam.....	2-inch bit. mac.....	.....	2,504 70	.....	0.305	
722	Prison labor		0.44	3,585	W. B. hot oil top.....	W. B. 4-inch top, 2-inch bot. 6-inch to 12-inch foundation.....	.....	8,901 66	4,774 66	1.678	Light resurfacing and patching.
Westchester....	20	D. F.	0.28	2,666	W. B. mac.....	2-inch waterbound top....	.....	1,758 00	.....	0.184	
519	D. F.	D. F.	0.28	2,666	W. B. mac.....	2-inch H. G. R. bound top	.....	3,338 00	.....	0.345	
5,231	D. F.	D. F.	0.29	3,393	Bit. concrete.....	2-inch H. G. R. bound top.	.....	4,480 00	.....	0.383	
51	D. F.	D. F.	0.09	747	W. B. mac.....	Bit. mac.....	.....	6,970 00	3,111 00	0.840	Old macadam stone used for top on these roads; no value estimated for stone.
331	D. F.	D. F.	0.35	2,685	W. B. mac.....	Bit. mac.....	.....	4,135 00	1,278 00	0.542	
657	D. F.	D. F.	0.22	2,025	W. B. mac.....	Bit. mac.....	.....	4,394 00	1,247 00	0.478	

COST DATA FOR OILING, SURFACE TREATMENT, 1916

COUNTY	Road number	Contract number	Miles	OIL		COVER		COST PER MILE				Total cost per square yard	Remarks
				Kind	Gallons per square yard	Kind	Tons per mile	Oil	Sweeping and applying	Cover	Total		
Albany.....	1,184	862	1.775	L. H. O.....	0.264	Sand.....	64	\$154 00	\$103 00	\$114 00	\$371 00	\$0.04	Cost of oil includes hauling.
	979	862	8.279	L. H. O.....	0.267	Sand.....	60	167 00	104 00	106 00	377 00	0.04	Cost of oil includes hauling.
	193	862	1.212	L. H. O.....	0.252	Sand.....	44	147 00	100 00	78 00	325 00	0.033	Cost of oil includes hauling.
	508	862	3.011	L. H. O.....	0.263	Sand.....	51	137 00	92 00	90 00	319 00	0.039	Cost of oil includes hauling.
	5,499	862	0.630	Cold tar.....	0.374	Screenings.....	69	297 00	170 00	122 00	589 00	0.062	Cost of oil includes hauling.
	22	D. F.	0.53	Tar.....	0.72	No. 1 and No. 2 stone...	320	626 00	483 00	691 00	1,800 00	0.176	Repaired under guaranty clause by Department R. C. 781, including asphalt for patching as well as for cover.
Allegany.....	5,499	D. F.	0.76	Cold tar.....	0.21	Screenings.....	41	186 00	100 00	137 00	423 00	0.049	16 feet width of pavement.
	So. Blvd.	D. F.	0.47	Cold tar.....	0.34	Screenings.....	50	370 00	126 00	169 00	665 00	0.056	
	5,481	856	7.22	Bit. mat.....	0.264	No. 1 slag.....	38.2	180 55	12 60	124 15	317 30	0.0338	
	5,502	856	8.20	T. cold. appl. Bit. mat. L. H. O.	0.258	No. 1 slag.....	38.4	224 28	12 70	124 80	361 78	0.0385	
Broome.....	126	D. F.	1.97	L. H. O.....	0.33	Gravel.....	130	175 90	91 27	169 54	436 71	0.050	16 feet width of pavement.
	209	D. F.	0.93	L. H. O.....	0.33	No. 1 trap.....	130	180 64	181 66	240 86	708 16	0.075	
	210	D. F.	0.85	L. H. O.....	0.33	No. 1 trap.....	130	203 94	174 69	385 32	762 96	0.070	
	211	D. F.	0.57	L. H. O.....	0.33	No. 1 trap.....	130	158 19	170 17	380 00	708 36	0.086	
	212	D. F.	1.01	L. H. O.....	0.33	No. 1 trap.....	130	158 63	187 00	483 09	748 72	0.091	
	213	D. F.	2.83	L. H. O.....	0.33	No. 1 trap.....	130	181 94	111 57	474 38	767 89	0.10	
	214	D. F.	1.86	L. H. O.....	0.33	No. 1 trap.....	130	159 00	144 92	446 16	750 08	0.091	
	265	D. F.	2.78	L. C. T.....	0.40	Sand.....	37	169 94	56 29	55 79	282 02	0.034	
	266	D. F.	1.70	L. C. T.....	0.40	Sand.....	90	207 36	68 71	151 20	427 27	0.061	
	375	D. F.	0.62	L. H. O.....	0.33	Gravel.....	90	375 56	166 64	199 76	731 96	0.078	
	420	D. F.	0.40	L. C. T.....	0.33	No. 1 lime.....	90	321 79	96 90	210 00	628 69	0.083	
	421	D. F.	1.00	L. H. O.....	0.33	No. 1 lime.....	90	284 19	110 50	247 65	642 34	0.073	

Cattaraugus...	444 D. F.	1.14	10,700	L. C. T.	0.40	Gravel.....	90	321 79	115 79	170 68	608 36	0.065
	1,241 D. F.	2.32	19,064	L. C. T.	0.25	Sand.....	37	157 24	125 96	39 61	322 81	0.039
	5,338 D. F.	2.95	27,689	L. C. T.	0.40	Sand.....	37	192 75	68 64	61 19	322 58	0.034
	696 890	4.10	28,864	T. C. A.	0.201	No. 1 stone.....	50.00	152 75	10 35	130 00	293 10	0.0416
	958 890	4.27	35,080	L. H. O.	0.195	No. 1 stone.....	58.08	167 18	20 10	151 01	338 29	0.0412
Cayuga.....	5,137 991	6.05	56,764	L. H. O.	0.2613	No. 1 stone.....	51.40	323 02	37 85	131 08	491 95	0.0524
	687A 914	0.17	1,400	L. H. O.	0.30	No. 1 stone.....	98	242 00	27 00	172 00	441 00	0.0537
	687 914	5.31	43,611	L. H. O.	0.26	No. 1 stone.....	80	210 00	24 00	156 00	390 00	0.0475
	685 914	4.88	40,399	L. H. O.	0.26	No. 1 stone.....	75	211 00	24 00	146 00	381 00	0.0458
	686 914	8.58	73,012	L. H. O.	0.31	No. 1 stone.....	84	263 00	25 00	164 00	452 00	0.0531
Chemung.....	1,016 914	3.62	29,741	L. H. O.	0.26	No. 1 stone.....	76	211 00	24 00	148 00	383 00	0.0466
	752 914	2.75	21,162	L. H. O.	0.20	No. 1 stone.....	72	202 00	23 00	140 00	365 00	0.0474
	355 872	4.51	42,333.9	H. C. tar	0.2835	Slag.....	55.43	291 52	44 36	155 21	491 09	0.052
	356 872	6.88	64,486.4	L. H. O.	0.247	Stone.....	75.00	214 81	56 10	153 67	424 58	0.045
	357 872	1.06	9,949.9	L. H. O.	0.461	Slag.....	85.00	397 89	36 60	187 00	621 49	0.066
	358 872	7.14	67,010.8	L. H. O.	0.246	Slag.....	73.00	213 21	33 00	160 60	406 81	0.043
	725 872	0.75	7,040.0	L. H. O.	0.241	Slag.....	47.00	212 41	25 20	103 40	341 01	0.036
	5,048 872	2.51	23,560.5	L. H. O.	0.16	Stone.....	21.4	138 33	23 94	55 31	217 58	0.023
	5,162 872	1.83	17,177.6	L. H. O.	0.396	Slag.....	103.00	338 31	42 00	226 60	606 91	0.064
	5,207 872	5.47	51,345.1	L. H. O.	0.359	Stone.....	127.5	310 12	87 60	287 48	685 20	0.073
Chenango.....	5,208 872	8.62	80,913.0	L. H. O.	0.191	Stone.....	34.9	116 52	32 04	79 60	278 16	0.029
	218 D. F.	1.86	13,024	L. C. O.	0.46	No. 1 lime.....	20	177 95	50 80	27 98	256 73	0.036
	224 D. F.	1.86	10,910	L. C. O.	0.58	No. 1 lime.....	17	188 51	70 43	26 13	285 07	0.049
	667 D. F.	2.33	19,120	L. C. T.	0.50	Sand.....	23	246 48	50 86	35 40	332 74	0.037
	668 D. F.	1.11	9,117	L. H. O.	0.35	No. 1 lime.....	23	255 95	46 85	94 76	397 56	0.048
	806 D. F.	4.95	41,820	L. C. T.	0.48	Sand.....	23	241 26	88 79	30 44	360 49	0.043
	599 891	6.48	44,924	L. H. O.	0.36	No. 1 lime.....	70	237 34	188 37	139 89	565 60	0.062
	663 891	4.42	36,188	H. C. T.	0.54	No. 1 lime.....	115	417 35	203 62	572 34	1,193 31	0.135

Balance of road No. 5,137 included in reconstruction.

16 feet width of pavement; cover supplied by force account.

Cover supplied by force account; 16 feet width of pavement.

16 feet width of pavement.

16 feet width of pavement.

16 feet width of pavement.

16 feet width of pavement; cover supplied by force account.

16 feet width of pavement.

16 feet width of pavement; cover supplied by force account.

16 feet width of pavement; cover supplied by force account.

NOTE.— D. F. means department forces.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

COUNTY	Road number	Contract number	Miles	Square yards	OIL		COVER		COST PER MILE				Total cost per square yard	Remarks	
					Kind	Gallons per square yard	Kind	Tons per mile	Oil	Sweeping and applying	Cover	Total			
Clinton.....	822	863	6.74	55,387	Bit. mat. T.....	0.322	O. tailings.....	56.2	\$219 02	\$84 14	\$91 04	\$394 20	\$0.0480	Cover left at quarry site and bought for 35 cents per yard. Width oiled 11 feet.	
	56	863	0.82	7,689	L. H. O.....	0.25	O. tailings.....	84.0	202 10	83 74	136 08	421 92	0.0449		
	137	863	4.52	42,489	L. H. O.....	0.25	O. tailings.....	78.3	194 65	82 60	126 85	404 10	0.0431		
	5,311	863	3.41	31,991	L. H. O.....	0.255	O. tailings.....	77.2	204 44	83 30	125 06	412 80	0.0440		
	138	863	5.31	43,605	Bit. mat. T.....	0.244	O. tailings.....	61.5	155 49	72 38	99 63	327 50	0.0399		
	260	863	4.31	35,423	Bit. mat. T.....	0.244	O. tailings.....	59.6	155 55	72 00	96 55	324 10	0.0395		
	5,102	863	6.54	61,418	L. H. O.....	0.25	O. tailings.....	79.4	191 45	82 82	128 63	402 90	0.0429		
	822	998	6.74	55,387	Bit. mat. T.....	0.255	O. tailings.....	67.0	178 47	71 98	107 20	357 65	0.0435		
	258	998	5.44	44,679	Bit. mat. T.....	0.231	O. tailings.....	77.2	148 90	71 00	123 52	343 42	0.0418		
	859	998	0.67	6,289	Bit. mat. T.....	0.25	O. tailings.....	69.4	200 31	77 76	111 04	389 11	0.0415		
533	D. F.	4.34	28,007	Tar. C. A.....	0.321	Dust and screenings.....	50 C. Y.	143 52	15 21	32 77	191 50	0.0297			
Columbia.....	650	880	4.04	37,922	L. C. O.....	0.198	No. 1 stone.....	59 T.	153 39	16 83	137 84	308 06	0.033	Cover furnished by State.	
	762	880	2.98	27,972	L. C. O.....	0.241	No. 1 stone.....	68 T.	185 35	18 51	168 92	372 78	0.040		
	5,103-04	880	10.86	101,939	L. C. O.....	0.222	Gravel.....	71 C. Y.	170 15	25 09	120 10	315 34	0.034		
	1,230	895	3.42	28,044	T. H. C., C. A.....	0.343	Gravel.....	61 C. Y.	260 22	23 24	65 08	348 54	0.043		
	827	895	6.71	55,368	T. H. C., C. A.....	0.288	Gravel.....	65 C. Y.	225 73	24 67	70 17	320 57	0.039		
	615	D. F.	4.65	27,280	T. H. C., C. A.....	0.213	No. 1 stone.....	39 T.	141 09	91 64	72 63	305 36	0.052		
	1,113	D. F.	1.50	12,289	T. H. C., C. A.....	0.285	Gravel.....	53 C. Y.	141 33	116 33	144 47	402 13	0.049		
	5,004	D. F.	2.59	32,400	T. H. C., C. A.....	0.154	Gravel.....	62 C. Y.	117 37	89 78	93 55	300 70	0.024		
	589	D. F.	1.08	8,594	L. C. O.....	0.350	No. 1 stone.....	62 T.	211 11	178 71	120 37	510 19	0.064		
	40	928	0.47	4,412	L. H. O.....	0.25	No. 1 stone.....	66 T.	212 00	38 00	119 00	369 00	0.0393		Cover furnished by State.
Cortland.....	208	928	0.54	5,049	T. C. A.....	0.34	No. 1 stone.....	71 T.	297 00	41 00	128 00	466 00	0.0496	Cover furnished by State.	
	215	928	2.00	18,773	T. C. A.....	0.23	No. 1 stone.....	64 T.	204 00	32 00	64 00	330 00	0.0332	Cover furnished by State.	
	378	928	2.87	27,409	T. C. A.....	0.23	No. 1 stone.....	89 T.	204 00	32 00	161 00	397 00	0.0416	Cover furnished by contractor.	
	379	928	0.91	6,407	T. C. A.....	0.28	No. 1 stone.....	51 T.	179 00	20 00	92 00	291 00	0.0419	Cover furnished by contractor.	
	380	928	3.64	25,025	T. C. A.....	0.26	No. 1 stone.....	57 T.	171 00	23 00	102 00	296 00	0.0438	Cover furnished by contractor.	

510	928	4.16	29,286	T. C. A.	0.25	No. 1 stone.....	87 T.	169 00	31 00	157 00	357 00	0.0507	Cover furnished by contractor.
595	928	5.43	38,262	T. C. A.	0.25	No. 1 stone.....	78 T.	165 00	29 00	141 00	834 00	0.0474	Cover furnished by contractor.
737	928	0.17	1,400	L. H. O.	0.21	No. 1 stone.....	56 T.	213 00	33 00	102 00	348 00	0.0427	Cover furnished by State.
881	928	1.78	14,540	T. C. A.	0.28	No. 1 stone.....	70 T.	214 00	26 00	126 00	366 00	0.0448	Cover furnished by contractor.
995	928	4.88	40,104	L. H. O.	0.24	No. 1 stone.....	63 T.	184 00	24 00	112 00	320 00	0.0389	Cover furnished by contractor.
1,075	928	5.25	43,120	T. C. A.	0.26	No. 1 stone.....	62 T.	197 00	24 00	112 00	333 00	0.0406	Cover furnished by contractor.
5,424	928	5.99	42,176	L. H. O.	0.30	No. 1 slag.....	49	199 00	26 00	101 00	326 00	0.0437	Cover furnished by State.
5,436	928	4.62	38,659	T. C. A.	0.25	No. 1 stone.....	77	197 00	44 00	139 00	380 00	0.0453	Cover furnished by State.
216	D. F.	0.95	8,917	L. C. O.	0.29	Sand.....	17	147 27	37 59	21 81	206 67	0.022	
5,443	893	4.99	41,004	H. C. T.	0.51	I. O. T.	34	395 55	46 94	92 85	535 24	0.065	
5,455	893	5.39	43,147	H. C. T.	0.51	I. O. T.	34	395 55	46 94	81 36	523 85	0.064	
343	827	2.23	18,300	{T. L. C. C. A.	0.10	1-inch trap.....	190	673 00	.....	962 00	1,635 00	0.20	
9,003	D. F.	1.44	13,516	L. C. O.	0.66	1-inch trap.....	166	94 00	82 00	89 00	265 00	0.028	
						1-inch imported gravel..	60 yds.	82 00	62 00	84 00	228 00	0.027	
						1-inch silicious dolomite	50 yds.	106 00	78 00	138 00	322 00	0.039	
						1-inch trap.....	60 T.	167 00	82 00	217 00	466 00	0.044	
						1-inch imported gravel.	70 yds.	106 00	61 00	219 00	386 00	0.047	
						1-inch trap.....	70 T.	106 00	77 00	41 00	224 00	0.027	
						Local gravel.....	30 yds.	58 00	109 00	189 00	356 00	0.060	
						1-inch trap.....	60 T.	158 00	75 00	128 00	361 00	0.051	
						1-inch trap.....	50 T.	108 00	48 00	48 00	204 00	0.024	
						Local gravel.....	40 yds.	102 00	55 00	71 00	228 00	0.038	
						Local gravel.....	50 yds.	95 00	107 00	68 00	270 00	0.033	
						Local trap.....	60 T.	105 00	69 00	90 00	264 00	0.032	
						1-inch trap.....	30 T.	82 00	57 00	63 00	202 00	0.028	
						Local gravel.....	50 yds.	116 00	75 00	45 00	236 00	0.040	
						Local gravel.....	70 yds.	160 00	60 00	120 00	340 00	0.036	
709	D. F.	2.00	18,772	L. H. O.	0.20	1-inch limestone.....	45 T.	106 00	41 00	224 00	371 00	0.045	
712	D. F.	2.30	18,890	L. H. O.	0.21	1-inch trap.....	65 T.	92 00	116 00	139 00	347 00	0.042	
748	D. F.	1.00	8,213	T. C. A.	0.25	1-inch local gravel.....	50 yds.	168 00	60 00	40 00	268 00	0.033	
1,006	D. F.	1.00	8,213	T. C. A.	0.25	1-inch trap.....	50 T.	144 00	50 00	80 00	274 00	0.033	
1,007	D. F.	2.72	22,339	L. H. O.	0.20	Local gravel.....	30 yds.	124 00	.....	.....	124 00	0.016	
1,114	D. F.	1.61	12,776	L. C. O.	0.20	1-inch trap.....	35 T.	163 00	60 00	80 00	303 00	0.032	
5,009	D. F.	0.75	7,039	T. C. A.	0.20	1-inch trap.....	40 T.	.....	.....	.....	.....	.....

NOTE.— D. F. means department force.

COST DATA FOR OILING SURFACE TREATMENT, 1916 — (Continued)

COUNTY	Road number	Contract number	Miles	Square yards	OIL		COVER		COST PER MILE				Total cost per square yard	Remarks
					Kind	Gallons per square yard	Kind	Tons per mile	Oil	Sweeping and applying	Cover	Total		
Dutchess—Cl.	5,092	D. F.	1.20	11,263	L. C. O.	0.24	1-inch crushed stone	15 T.	\$128 00	\$60 00	\$24 00	\$212 00	\$0.022	
	5,095	D. F.	0.75	7,039	T. C. A.	0.25	1-inch trap	40 T.	110 00	26 00	59 00	195 00	0.021	
	5,150	D. F.	1.00	8,213	T. C. A.	0.20	1-inch trap	30 T.	131 00	75 00	50 00	256 00	0.031	
	5,135	D. F.	5.00	41,065	T. C. A.	0.25	1-inch silicious dolomite	40 T.	102 00	52 00	108 00	262 00	0.032	
	5,154	D. F.	3.00	24,639	T. C. A.	0.20	1-inch trap	60 T.	131 00	88 00	148 00	367 00	0.044	
	272	D. F.	1.213	11,386	H. C. T., C. A.	0.241	Screenings	71	137 96	141 04	83 18	362 18	0.0239	
	645	D. F.	3.185	29,897	H. C. T., C. A.	0.241	Screenings	71	137 96	141 04	83 18	362 18	0.0239	
	232	905	2.64	21,691	L. H. O.	0.248	Ore tailings	49.9	130 99	89 30	84 81	305 10	0.0371	
	859	905	0.57	5,360	L. H. O.	0.265	Ore tailings	49.9	156 42	106 81	84 70	347 93	0.0370	
	1,017	905	5.56	45,687	T. C. A.	0.279	Ore tailings	50.2	148 18	87 31	85 31	320 80	0.0390	
Erie	5,180	905	5.39	50,658	T. C. A.	0.263	App. sand	54	217 14	94 28	29 99	341 41	0.0363	
	5,181	905	3.95	37,511	T. C. A.	0.246	App. Sand	54	215 93	88 81	30 00	334 74	0.0362	
	5,239	905	6.18	58,578	L. H. O.	0.248	App. sand	54	171 32	101 02	30 19	302 53	0.0319	
	5,311	905	1.57	14,761	L. H. O.	0.243	App. sand	49.9	147 20	98 99	37 45	283 64	0.0302	
	744	984	3.77	31,000	T. C. A.	0.324	Ore tailings	53	170 89	87 72	84 91	343 52	0.0418	
	5,500	984	7.16	58,822	T. C. A.	0.339	App. sand	62.5	184 35	89 36	40 00	313 71	0.0382	
	701	907	2.00	16,427	T. C. A.	0.329	Iron ore tailings	56	256 50	40 76	101 07	398 33	0.0485	
	*702	907	6.22	50,900	T. C. A.	0.32	Sand and screenings	56	248 56	43 62	.....	292 18	0.0357	
	*703	907	4.19	34,439	T. C. A.	0.356	Sand and screenings	60	278 35	39 46	.....	317 81	0.0386	
	950	907	0.80	7,406	T. C. A.	0.342	Iron ore tailings	55.4	301 05	36 66	99 79	437 50	0.0473	
Franklin	985	907	3.31	23,302	T. C. A.	0.30	Iron ore tailings	68	200 91	45 79	122 36	369 06	0.0524	
	703	D. F.	0.50	4,107	A. binder	0.29	No. 1 and 2 stone	275	232 84	562 10	556 58	1,351 52	0.1645	Oil, No. 2 stone and maintenance material taken from storage.
	820	D. F.	0.57	4,666	A. binder	0.29	No. 1 and 2 stone	275	.....	384 00	472 24	856 24	0.1046	Cover picked up along side of road.
	9,007	D. F.	7.00	41,066	L. C. O.	0.487	Sand	.....	270 24	26 00	45 93	342 17	0.058	
	586	D. F.	4.54	42,612	L. C. T.	0.20	Limestone screenings	20 T.	111 50	68 55	23 47	203 52	0.022	
	853	D. F.	4.07	28,654	L. C. O.	0.25	Limestone screenings	18 T.	104 73	39 00	44 65	188 38	0.027	
	886	922	3.39	31,818	T. cold	0.23	Gravel	70 C. Y.	210 93	25 51	111 47	347 91	0.036	
	997	922	6.13	57,636	T. cold	0.25	Gravel	63 C. Y.	220 03	24 01	103 29	347 33	0.036	
	5,491	922	5.18	42,543	T. cold	0.28	Gravel	66 C. Y.	232 30	24 68	106 92	363 90	0.042	
	5,166	D. F.	3.87	36,323	T. cold	0.28	No. 1 stone	90 T.	182 88	111 53	174 42	468 83	0.050	
Hamilton	5,189	921	8.430	79,133	Bit. mat. T. cold.	0.25	Screenings	77.11 T.	360 11	20 00	150 65	530 76	0.057	

Herkimer	464	819	5.458	44,831	Bit. mat. A.	0.60	No. 1 stone	112.3 T.	495 56	24 64	557 04	1,077 24	0.131	Major portion of R. C. 885 was in Oneida Co. A small portion of Rd. 5,465 in Herkimer and Otsego Cos.
	5,465	885	0 10	942	Tarvia B.	0.256	No. 2 stone	235.24 T.	239 61	10 00	93 50	343 11	0.036	
						Approx.	No. 1 stone	56.43 T.						
Jefferson	5,466	D. F.	4.716	38,744	L. C. T.	0.246	No. 1 stone	60 T.	123 76	117 37	187 23	427 36	0.052	First appl. No. 1 stone, second, I. O. T.
	182	860	2.98	21,067	L. H. O.	0.29	I. O. T.	62	205 33	38 85	133 76	377 94	0.053	
	236	860	4.19	31,681	L. H. O.	0.283	No. 1 stone and I. O. T.	55	221 95	27 74	120 95	370 64	0.049	
	814	860	5.31	43,652	T. C. A.	0.201	I. O. T.	62	163 26	36 58	133 45	333 29	0.0405	
	1,148	860	8.91	75,102	T. C. A.	0.250	I. O. T.	55	209 21	31 10	119 20	359 51	0.040	
	5,005	860	4.73	44,016	L. C. O.	0.230	I. O. T.	63	173 75	30 00	135 77	339 52	0.0364	
	5,427	860	5.76	47,318	T. C. A.	0.210	Gravel	40	172 56	26 86	39 93	239 35	0.0295	
	5,332	932	6.71	63,027	L. C. O.	0.259	I. O. T.	65.6	267 80	178 16	137 70	583 66	0.062	
Lewis	181	D. F.	4.01	37,641	L. C. O.	0.24	I. O. T.	81	119 09	88 08	181 85	339 02	0.042	Hot oil top was removed before surface was treated. This road is also in Lewis Co.
	186	D. F.	1.00	8,318	T. C. A.	0.503	No. 1 stone	65	359 58	80 00	89 30	528 83	0.063	
	234	D. F.	1.00	7,040	T. C. A.	0.214	Screened gravel	62.5	156 95	103 00	27 00	286 95	0.040	
	235	D. F.	2.23	20,889	L. C. O.	0.203	I. O. T.	57.4	105 34	88 34	102 92	296 60	0.031	
	237	D. F.	1.45	13,611	L. C. O.	0.203	I. O. T.	69	102 39	113 10	107 21	322 70	0.034	
	427	D. F.	1.50	14,080	T. C. A.	0.120	No. 1 stone and I. O. T.	109	79 21	98 18	160 44	337 83	0.036	
	428	D. F.	1.50	10,560	T. C. A.	0.38	No. 1 stone and I. O. T.	46	189 32	64 51	125 18	379 01	0.054	
	565	D. F.	3.00	28,160	T. C. A.	0.32	S. M. T.	60	217 67	41 50	50 05	309 22	0.033	
	624	D. F.	0.50	4,106	T. C. A.	0.302	I. O. T.	40	233 64	73 50	158 60	465 74	0.0567	
	835	D. F.	7.04	50,373	T. C. A.	0.259	Screened gravel	56.8	119 67	76 10	86 34	282 11	0.039	
	844	D. F.	0.50	4,693	T. C. A.	0.214	Screened gravel	75	143 45	124 00	199 90	467 25	0.049	
	1,129	D. F.	2.45	20,109	L. C. O.	0.340	No. 1 stone and I. O. T.	64	152 08	105 10	183 44	440 62	0.052	
	1,131	D. F.	2.45	18,950	L. C. O.	0.197	I. O. T.	54	133 34	66 84	96 61	296 79	0.038	
	1,132	D. F.	2.29	16,141	T. C. A.	0.217	I. O. T.	62.7	131 28	130 13	190 66	452 07	0.064	
	1,133	D. F.	4.53	37,241	L. C. O.	0.240	S. M. T.	55 app.	107 08	49 84	19 20	176 12	0.0214	
	1,164	D. F.	9.14	77,154	T. C. A.	0.273	No. 1 stone and I. O. T.	67	151 37	99 27	96 78	347 42	0.041	
	1,182	D. F.	7.00	57,839	T. C. A.	0.254	I. O. T.	68	139 25	108 72	105 81	353 78	0.0428	
	5,152	D. F.	0.29	2,635	T. C. A.	0.120	No. 1 stone and I. O. T.	109	79 21	98 18	160 44	337 83	0.036	
	5,266	D. F.	4.94	46,370	T. C. A. & C. O.	0.248	Screened gravel	94	137 25	108 20	105 35	350 80	0.037	
	5,267	D. F.	8.45	78,980	T. C. A.	0.195	No. 1 stone and S. M. T.		119 70	100 06	46 60	266 36	0.028	
	234	D. F.	0.47	4,444	A. binder	0.87	No. 1, 2, 3 stone	1,125	727 02	3,581 51	1,856 97	6,155 50	0.652	
	5,344	D. F.	0.23	2,159	A. binder	1.25	No. 1 and No. 2 stone	1,178	1,148 43	4,410 87	1,606 04	7,165 34	0.763	
	5,036	932	2.61	24,453	L. C. O.	0.209	I. O. T.	69	215 15	34 61	144 83	394 59	0.0413	
	5,332	932	6.71	63,027	L. C. O.	0.259	I. O. T.	65.6	267 80	178 16	137 70	583 66	0.062	

NOTE.—D F. means department forces.

* Cover furnished by the State and applied by the contractor.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

COUNTY	Road number	Con-tract num-ber	Miles	OIL		COVER		COST PER MILE				Total cost per square yard	Remarks
				Kind	Gallons per square yard	Kind	Tons per mile	Oil	Sweep- ing and apply- ing	Cover	Total		
Lewis	847	859	5.41	L. C. O.	0.225	I. O. T.	54	\$184 84	\$25 05	\$116 96	\$326 85	\$0.0398	
	937	859	3.83	L. C. O.	0.214	I. O. T.	51	182 77	17 44	110 14	310 35	0.03634	
	1,020	859	4.58	L. C. O.	0.211	I. O. T.	51	174 67	22 75	110 52	307 94	0.03715	
	5,077	859	3.08	L. C. O.	0.208	I. O. T.	59	194 80	27 30	126 68	348 78	0.03717	
	623	874	6.99	L. C. O.	0.18	No. 1 slag	27	125 71	15 28	62 53	203 52	0.0248	
Livingston	828	874	7.19	L. C. O.	0.18	No. 1 slag	28	126 74	15 43	66 02	208 19	0.0251	
	855	874	0.47	L. C. O.	0.18	No. 1 slag	30	161 75	19 69	80 00	261 44	0.0247	
	1,247	874	3.51	L. C. O.	0.18	No. 1 slag	30	142 48	17 47	71 00	230 95	0.0246	
	5,270	874	6.92	L. C. O.	0.18	No. 1 slag	33	148 67	18 10	73 70	240 47	0.0247	
	5,271	874	5.51	L. C. O.	0.18	No. 1 slag	33	156 82	19 09	76 66	252 57	0.0246	
Madison	5,272	874	4.20	L. C. O.	0.18	No. 1 slag	24	116 71	14 21	58 21	189 12	0.0248	
	622	874	5.20	L. C. O.	0.18	No. 1 slag	26	125 54	16 72	62 80	205 06	0.0249	
	1,247	D. F.	1.00	L. C. T.	0.21	Sweepings	.....	118 40	43 44	.....	161 84	0.017	
	1,249	D. F.	2.18	L. C. T.	0.25	Screened gravel	16 C. Y.	142 13	48 16	21 95	212 24	0.022	
	1,249	D. F.	2.18	L. C. T.	0.29	Screened gravel	16 C. Y.	162 93	53 18	21 95	238 69	0.025	
Monroe	506,955	884	33.89	Tarvia B.	0.25	No. 1 stone	52.18 T.	188 94	9 99	112 18	311 11	0.038	
	1,160												
	1,216												
	1,217												
	5,329												
Monroe	5,330												
	5,380												
	5,492												
	6	D. F.	1.12	L. C. T.	0.20	Limestone screenings	43 T.	166 40	67 20	69 43	303 03	0.030	First application.
	83	D. F.	0.70	L. C. T.	0.20	Limestone screenings	20 T.	161 23	72 86	53 14	287 23	0.030	Second application.
Monroe	648	D. F.	7.37	L. C. T.	0.205	Screened gravel	28 C. Y.	113 48	32 78	22 23	168 49	0.018	
	648	D. F.	7.37	L. C. T.	0.18	Screened gravel	28 C. Y.	80 33	34 91	22 23	137 47	0.013	
	760	D. F.	3.83	L. C. T.	0.25	Li. st. scr., scr. gravel	20 C. Y.	139 90	40 73	33 81	214 44	0.023	
	15	873	0.60	T. C. A.	0.2	Screened gravel	47	163 42	24 72	56 00	244 14	0.028	
	173	873	0.995	T. C. A.	0.2	Screened gravel	36.4	182 21	22 70	43 42	248 33	0.025	
Monroe	252	873	2.92	T. C. A.	0.2	No. 1 slag and slag scrps.	35.6	134 13	31 40	42 74	208 27	0.030	
	254	873	2.18	T. C. A.	0.2	Screened gravel	45	178 21	25 80	53 94	257 95	0.027	
	255	873	2.56	T. C. A.	0.2	No. 1 slag	62.5	178 13	31 87	137 50	347 50	0.037	
	294	873	5.89	T. C. A.	0.2	Screened gravel	35.2	156 24	30 87	42 38	229 49	0.028	
	400	873	0.93	T. C. A.	0.2	Screened gravel	36.6	174 07	24 24	43 87	242 18	0.026	

Montgomery	401	873	0.58	6,500	T. C. A.	0.2	Screened gravel.	43.1	175 60	22 79	51 72	250 11	0.022
	574A	873	6.30	59,166	T. C. A.	0.2	Screened gravel.	32.5	178 80	24 53	39 05	242 38	0.026
	1,187	873	3.85	36,156	T. C. A.	0.2	Screened gravel.	30	179 19	23 01	36 16	238 36	0.025
	5,522	873	3.97	48,450	T. C. A.	0.2	Screened gravel.	26.5	178 94	21 95	31 44	232 33	0.019
	62	875	6.20	58,193	L. C. O.	0.2	No. 1 slag, slag scrags.	30	127 89	19 86	75 90	223 65	0.022
	83	875	3.26	30,598	L. C. O.	0.2	No. 1 slag, slag scrags.	30	151 24	20 21	64 03	235 48	0.025
	269	875	4.30	30,280	L. C. O.	0.2	Slag screenings.	30	114 88	19 46	70 91	205 25	0.029
	286	875	5.55	39,070	L. C. O.	0.2	Slag screenings.	25	108 54	17 72	53 73	179 99	0.026
	399	875	5.27	49,464	L. C. O.	0.2	Slag screenings.	33	148 16	23 18	74 38	245 72	0.026
	402	875	3.62	34,000	L. C. O.	0.2	Slag screenings.	30	166 15	20 06	56 39	242 60	0.026
Nassau	495	875	6.15	57,780	L. C. O.	0.2	Screened gravel.	39	126 13	10 93	42 57	179 63	0.019
	497	875	2.67	16,480	L. C. O.	0.2	Screened gravel.	30	115 20	10 53	33 37	159 10	0.025
	502	875	5.19	42,800	L. C. O.	0.2	Screened gravel.	37	115 41	10 75	40 69	166 85	0.020
	5,126												
	180	729	16.47	141,210	Tarvia B.	0.24	No. 1 stone scr., sand.	69.47 T. 59.86 C. Y.	183 25	51 44	110 20	344 89	0.040
	108												
	409												
	347												
	270	D. F.	1.16	10,800	T. C. A.	0.33	Sand & gra., run of bank.	65 C. Y.	190 00	73 00	81 00	344 00	0.0366
	434	D. F.	1.35	12,667	T. C. A.	0.3	Sand & gra., run of bank.	74 C. Y.	207 00	70 00	90 00	367 00	0.039
Niagara	435	D. F.	0.88	8,338	T. C. A.	0.33	Sand & gra., run of bank.	68 C. Y.	208 00	71 00	85 00	364 00	0.0387
	436	D. F.	1.91	15,688	T. C. A.	0.3	Sand & gra., run of bank.	68 C. Y.	154 00	73 00	85 00	312 00	0.038
	436	D. F.	2.63	21,731	T. C. A.	0.25	Sand & gra., run of bank.	60 C. Y.	171 00	65 00	80 00	316 00	0.0382
	437	D. F.	7.09	58,249	T. C. A.	0.33	Sand & gra., run of bank.	55 C. Y.	151 00	38 00	71 00	266 00	0.0317
	545	D. F.	3.22	30,222	T. C. A.	0.3	Sand & gra., run of bank.	57 C. Y.	190 00	45 00	74 00	309 00	0.033
	546	D. F.	6.02	49,485	T. C. A.	0.25	Sand & gra., run of bank.	53 C. Y.	134 00	47 00	64 00	245 00	0.0298
	251	876	3.15	22,153	T. C. A.	0.201	No. 1 stone.	50.15 T.	125 66	12 52	123 89	262 07	0.3726
	660	876	5.98	42,079	T. C. A.	0.201	No. 1 stone.	50.00	134 74	12 50	123 50	270 74	0.03848
	9,001	876	2.44	17,177	T. C. A.	0.201	No. 1 stone.	50.00	124 52	12 50	123 50	260 52	0.03701
	9,002	876	2.75	19,507	T. C. A.	0.205	No. 1 stone.	50.19	127 71	12 53	123 95	264 19	0.03724
Oneida	406												
	438												
	559												
	838												
	839												
	1,107	885	53.93	494,175	Tarvia B.	0.256	No. 1 stone.	56.43	239 61	45 50	113 39	398 50	0.046
	5,325												
	5,345												
	5,406												
	5,442												

NOTE.—D. F. means department forces.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

COUNTY	Road number	Contract number	Miles	Square yards	Oil		Cover		Cost Per Mile				Total cost per square yard	Remarks
					Kind	Gallons per square yard	Kind	Tons per mile	Oil	Sweeping and applying	Cover	Total		
Ontario	190	878	2.37	16,668	L. H. O.	0.17	No. 1 slag	24.26	\$119 50	\$11 04	\$72 80	\$203 34	\$0.0289	
	204	878	0.58	4,120	L. H. O.	0.17	Screened gravel	29.62	120 70	11 15	59 24	191 09	0.0269	
	205	878	3.45	24,295	L. H. O.	0.17	Screened gravel	29.36	119 70	11 06	58 72	189 48	0.0269	
	335	878	5.20	36,501	L. H. O.	0.17	Screened gravel	29.07	119 33	11 02	58 14	188 49	0.0268	
	484	878	1.09	7,181	L. H. O.	0.17	Screened gravel	29.33	119 58	11 04	58 66	189 28	0.0268	
Orange	639	878	7.04	58,678	L. H. O.	0.17	No. 1 slag	28.75 T.	141 69	13 09	86 26	241 03	0.0284	
	1,196	878	1.89	15,579	L. H. O.	0.17	Screened gravel	34.38	140 12	12 95	68 76	221 83	0.0268	
	5,397	878	1.08	10,231	L. H. O.	0.17	Screened gravel	24.52	161 04	14 87	49 04	224 96	0.0237	
	5,437	878	3.72	34,920	L. H. O.	0.17	Screened gravel	39.14	159 58	14 73	78 28	252 29	0.0268	
	484	D. F.	0.72	5,914	L. C. T.	0.25	Screened gravel	40 C. Y.	177 20	55 00	80 00	312 20	0.038	
	485	D. F.	3.75	26,378	L. C. T.	0.23	Limestone screenings	39 T.	94 72	39 20	68 94	202 86	0.029	
	662	D. F.	6.08	44,571	L. C. T.	0.20	Screened gravel	40 C. Y.	87 63	20 80	33 51	143 94	0.017	
	42	889	1.43	8,388	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	65	889	5.09	29,863	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	115	889	1.93	11,321	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	153	889	8.19	48,050	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	154	889	6.30	36,962	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	156	889	3.05	17,894	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	157	889	3.47	20,358	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	159	889	3.49	20,475	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	414	889	5.54	32,503	L. C. O.	0.25			118 00	7 00		125 00	0.021	
	416	896	5.89	48,374	L. C. O.	0.25	Gravel	75 C. Y.	202 00	124 00	44 00	370 00	0.045	
	42	D. F.	1.50	8,800	L. C. O.	0.26			87 00	13 00		100 00	0.017	
	44	D. F.	0.60	4,224	T. C. A.	0.30	Stone	80 T.	192 00	90 00	194 00	476 00	0.068	
	45	D. F.	9.25	43,410	Glutrin	0.20			115 00	44 00		159 00	0.034	
	65	D. F.	2.00	14,080	T. C. A.	0.30	Stone	100 T.	180 00	89 00	243 00	512 00	0.073	
	114	D. F.	1.00	4,693	Glutrin	0.15			81 00	45 00		126 00	0.027	

Orleans.....	115 D. F.	1.50	7,039 L. C. O.	0.26	Stone.....	75 C. Y.	87 00	13 00	.....	100 00	0.021
	153 D. F.	2.10	14,784 T. C. A.	0.30	Gravel.....	100 C. Y.	175 00	71 00	168 00	414 00	0.059
	155 D. F.	1.25	8,800 T. C. A.	0.35	.....	.....	202 00	155 00	106 00	462 00	0.066
	157 D. F.	1.00	4,693 L. C. O.	0.26	.....	.....	87 00	13 00	.....	100 00	0.017
	160 D. F.	8.38	39,327 Glutrin.....	0.25	.....	.....	149 00	47 00	.....	196 00	0.042
	282 D. F.	3.00	21,120 L. H. O.	0.25	Stone.....	75 T.	164 00	84 00	194 00	442 00	0.063
	312 D. F.	2.40	16,896 L. H. O.	0.25	Stone.....	80 T.	162 00	101 00	192 00	455 00	0.065
	383 D. F.	3.50	28,745 T. C. A.	0.30	Washed gravel.....	90 T.	214 00	171 00	209 00	594 00	0.072
	447 D. F.	2.25	13,200 C. O.	0.25	Washed gravel.....	75 T.	138 00	159 00	217 00	514 00	0.088
	5,210 D. F.	3.00	28,159 L. C. O.	0.28	1-inch limestone.....	70 T.	145 00	174 00	168 00	437 00	0.052
Oswego.....	386 D. F.	0.50	4,693 L. C. T.	0.28	Limestone screenings.....	30 C. Y.	177 00	141 00	70 80	389 40	0.041
	1,293 D. F.	1.80	16,882 L. C. T.	0.28	Limestone screenings.....	30 T.	148 00	104 00	79 74	331 74	0.035
	5,082 914	2.92	27,409 L. H. O.	0.30	No. 1 stone.....	87 T.	272 00	27 00	170 00	469 00	0.0499
	973 914	5.22	42,874 L. H. O.	0.28	No. 1 stone.....	76 T.	236 00	24 00	148 00	408 00	0.0496
	826 914	5.94	48,705 L. H. O.	0.30	No. 1 stone.....	73 T.	240 00	30 00	142 00	412 00	0.0502
	370 914	0.48	4,506 T. C. A.	0.27	No. 1 stone.....	92 T.	251 00	28 00	179 00	458 00	0.0488
	746 914	1.12	9,199 T. C. A.	0.30	No. 1 stone.....	66 T.	256 00	32 00	127 00	415 00	0.0505
	509 914	1.08	10,513 T. C. A.	0.26	No. 1 stone.....	79 T.	258 00	38 00	154 00	450 00	0.0462
	221 894	0.50	6,480 H. C. T.	0.36	Sand.....	88 T.	446 50	121 97	52 00	620 47	0.066
	676 892	2.05	16,830 L. H. O.	0.36	Sand.....	39 T.	278 04	77 34	23 52	378 90	0.046
Otsego.....	783 892	0.30	2,863 H. C. T.	0.42	Sand.....	39 T.	380 00	77 34	23 52	480 86	0.051
	833 894	5.44	44,734 H. C. T.	0.52	No. 1 lime.....	128 T.	408 27	180 99	362 08	951 34	0.116
	935 892	3.83	31,618 L. H. O.	0.34	Sand.....	39 T.	264 54	77 34	23 52	365 40	0.045
	987 894	1.82	14,950 L. H. O.	0.33	Sand.....	39 T.	256 82	123 79	25 53	406 14	0.049
	1,147 892	0.20	1,909 H. C. T.	0.50	Sand.....	39 T.	453 62	77 34	23 52	554 48	0.059
	5,240 892	5.68	53,595 H. C. T.	0.49	I. O. T.....	36 T.	442 28	77 34	30 22	549 84	0.059
	5,247 892	11.20	111,466 H. C. T.	0.48	I. O. T.....	34 T.	463 41	77 34	63 73	604 48	0.064
	5,455 893	2.42	20,013 H. C. T.	0.51	I. O. T.....	.....	395 55	46 94	81 36	523 86	0.064
	5,465 885	1.53	14,329 Tavia B.	*0.256	No. 1 stone.....	*56.43 T.	239 61	10 00	95 70	345 31	0.037
Putnam.....	1,303 D. F.	2.52	20,757 L. C. T.	0.34	Sand.....	21 T.	201 71	73 41	5 88	230 90	0.084
	569 D. F.	2.00	16,426 L. H. O.	0.25	Local gravel.....	50 yds.	181 00	60 00	50 00	291 00	0.035
	974 D. F.	5.60	39,424 L. C. O.	0.30	Local gravel.....	50 yds.	132 00	55 00	64 00	251 00	0.036
Rensselaer.....	5,203 D. F.	3.00	28,158 L. H. O.	0.26	1-inch trap.....	40 T.	187 00	60 00	102 00	349 00	0.037
	10 865	0.48	4,197 Bit. mat. T.	0.25	No. 1 stone.....	60 T.	207 62	39 06	144 50	391 18	0.0447
	25 865	3.05	26,800 Bit. mat. T.	0.28	No. 1 stone.....	72 T.	236 09	48 03	174 31	458 43	0.0522
	631 865	2.25	21,099 Bit. mat. T.	0.30	No. 1 stone.....	72 T.	267 27	65 85	174 04	507 16	0.0540
	5,310 865	0.95	8,871 Bit. mat. T.	0.25	No. 1 stone.....	90 T.	221 80	53 43	228 16	503 39	0.0539
	5,354 865	5.11	47,929 L. H. O.	0.302	No. 1 stone.....	87 T.	282 89	52 14	209 54	544 57	0.0580
	477 D. F.	2.13	19,992 Bit. mat. T.	0.362	Gravel.....	72 T.	249 84	92 96	65 35	408 15	0.0435
	478 D. F.	3.21	26,364 Bit. mat. T.	0.333	Gravel.....	41 T.	170 24	72 12	51 09	293 45	0.0357

Cover furnished by
department.
Cover furnished by
department.

Major portion of R.
C. 885 was in
Oneida county. A
small portion of Rd.
5465 in Herkimer
and Otsego count's.

NOTE.— D. F. means department forces.

* Approximately.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

COUNTY	Road number	Con-tract num-ber	Miles	Square yards	Oil		Cover	Cost Per Mile				Total cost per square yard	Remarks		
					Kind	Gallons per square yard		Kind	Tons per mile	Oil	Sweep- ing and apply- ing			Cover	Total
Rensselaer . . .	1,123	D. F.	0.51	4,767	Bit. mat. T.	0.315	No. 1 stone	104 T.	\$182 65	\$100 00	\$195 12	\$477 77	\$0.0509		
	5,533	D. F.	0.17	333	H. C. T., C. A.	0.32	Gravel	40 T.	121 47	65 00	75 60	262 07	0.045		
	981	D. F.	0.49	4,005	H. C. T., C. A.	0.20	Gravel	70 T.	130 40	95 00	88 00	313 40	0.038		
	202	D. F.	0.40	3,755	H. C. T., C. A.	0.25	No. 1 stone	75 T.	145 38	170 00	117 00	432 38	0.046		
	102	D. F.	2.05	16,792	H. C. T., C. A.	0.21	Gravel	80 T.	106 02	47 00	80 00	233 02	0.028		
	284	D. F.	3.61	29,672	H. C. T., C. A.	0.22	Gravel	65 T.	111 81	43 21	49 86	204 88	0.025		
	680	D. F.	2.00	16,256	H. C. T., C. A.	0.25	No. 1 stone	90 T.	171 33	44 50	144 00	359 83	0.044		
	1,115	D. F.	2.74	22,478	H. C. T., C. A.	0.22	No. 1 stone	90 T.	113 32	34 31	150 00	297 63	0.036		
	1,116	D. F.	4.51	38,661	H. C. T., C. A.	0.22	No. 1 stone	90 T.	117 00	46 12	153 00	316 12	0.038		
	90	D. F.	2.00	11,732	Cold tar	0.25	Limestone screenings	40	167 18	36 12	87 45	290 75	0.048		
Rockland . . .	593	D. F.	5.25	38,720	Cold tar	0.32	Limestone screenings	90	171 38	24 33	172 18	367 89	0.060		
	734	897	5.12	37,512	L. C. O.	0.254	I. O. T.	54	176 97	25 99	103 53	306 49	0.0418		
St. Lawrence	*967	897	3.30	28,850	L. C. O.	0.250	I. O. T.		208 10	34 52		242 62	0.028		
	*1,032	897	5.38	45,581	L. C. O.	0.253	I. O. T.		203 88	29 67		233 55	0.0275		
	5,285	897	14.90	122,950	L. C. O.	0.245	Sand	26 C. Y.	192 04	38 25	59 83	290 12	0.035		
	5,308	897	2.25	21,101	L. C. O.	0.25	I. O. T.	18 T.	224 67	20 69	122 32	367 68	0.0392		
	878	906	6.74	63,220	T. C. A.	0.213	I. O. T.	64	189 73	24 83	109 85	324 41	0.0346		
	966	906	4.04	33,208	L. C. O.	0.252	I. O. T.	52	197 12	26 01	118 59	341 72	0.0416		
	970	906	6.37	52,608	T. C. A.	0.266	I. O. T.	52	208 67	19 03	109 40	337 10	0.0408		
	1,125	906	1.24	11,598	L. C. O.	0.253	I. O. T.	58.5	224 40	20 09	122 93	367 42	0.0392		
	875	908	5.83	43,943	L. C. O.	0.265	I. O. T.	49	190 00	22 18	92 90	305 08	0.0405		
	876	908	3.82	26,660	L. C. O.	0.287	Sand	35 C. Y.	190 00	61 37	10 57	261 94	0.0375	Cover taken from maintenance piles.	
	*1,126	908	7.88	55,664	L. C. O.	0.332	I. O. T.	45	223 04	40 23		263 27	0.0373	Cover taken from maintenance piles.	
	1,168	908	6.00	43,943	T. C. A.	0.338	Sand	33 C. Y.	222 72	45 57	9 87	278 16	0.0380		
	5,032	908	2.50	23,467	T. C. A.	0.262	I. O. T.	59	221 18	20 25	112 06	353 49	0.0377		
	*5,116	908	2.70	25,344	T. C. A.	0.256	I. O. T.	50	216 75	27 22		243 97	0.026	Cover taken from maintenance piles.	
	5,283	908	18.91	166,588	T. C. A.	0.256	I. O. T.	52	191 04	23 09	98 76	312 89	0.0378		
	5,287	908	5.99	49,204	L. C. O.	0.250	I. O. T.	49	195 07	23 97	93 64	312 58	0.038		
	967	D. F.	1.29	11,244	H. O. & C. O.	0.177	No. 1 stone	34	126 62	215 02	194 44	536 08	0.061		
	734	D. F.	1.00	7,040	H. O. & A. B.		No. 1 and No. 2 stone	75	.....	372 70	150 45	523 15	0.074	

Station	741	800	4.08	33,248 L. C. O.	0.20	Sand	30.2 CY.	83.74	93.08	31.36	208.18	by
	815	860	6.22	51,087 L. C. O.	0.314	Sand	34.1 CY.	89.88	94.18	27.26	211.32	by
	5,062	860	2.93	27,503 L. C. O.	0.20	Sand	47.1 CY.	96.13	98.82	27.68	223.63	by
	5,230	860	7.52	63,672 L. H. O.	0.24	Gravel	36.2 T.	125.12	104.37	195.96	425.45	by
	5,281	860	1.77	16,817 L. H. O.	0.21	Sand	36.9 CY.	122.76	98.86	29.52	251.13	by
	340	1,000	4.63	33,033 B. M. T. C. A.	0.228	Sand	36.2 CY.	116.13	82.06	45.76	243.96	by
	443	1,000	6.14	18,000 B. M. T. C. A.	0.206	I. O. T.	17.5 CY.	37.94	39.57	10.50	88.01	by
	59	1,000	1.11	10,482 B. M. T. C. A.	0.215	Sand	36.9 CY.	125.94	89.63	47.97	263.54	by
	910	1,000	5.66	53,333 B. M. T. C. A.	0.220	Sand	35.9 CY.	128.42	93.08	46.67	298.12	by
Schenectady.	840	867	1.63	13,490 Cold tar	0.236	I. O. T.	57 T.	118.00	87.00	134.00	339.00	
	788	867	5.00	41,052 Cold tar	0.241	I. O. T.	60 T.	123.00	72.00	118.00	313.00	
	793	867	2.34	19,238 Cold tar	0.266	I. O. T.	51 T.	136.00	99.00	121.00	346.00	
	1,028	867	1.37	12,887 Cold tar	0.233	I. O. T.	51 T.	136.00	93.00	119.00	343.00	
Schoharie	5,444 D. F.	867	6.59	52,475 L. C. T.	0.50	Sand	20 T.	283.45	195.01	31.50	499.96	
	5,458 D. F.	867	8.93	83,826 L. C. T.	0.50	Sand	25 T.	279.22	146.03	23.40	448.65	
Schuyler.....	999	855	4.76	39,094 Bit. mat., L. H. O.	0.254	No. 1 stone	53.06	191.67	23.83	134.15	349.65	th of
	1,005	855	5.55	53,795 Bit. mat., L. H. O.	0.193	No. 1 stone	47.49	149.35	21.98	118.73	290.06	pave-
	1,128	855	1.04	8,541 Bit. mat., L. H. O.	0.241	No. 1 stone	63.50	182.94	26.48	156.26	365.57	pave-
	1,190	855	1.11	7,814 Bit. mat., L. H. O.	0.269	No. 1 stone	60.60	169.50	25.91	151.50	346.91	pave-
	1,222	855	0.48	1,971 Bit. mat., L. H. O.	0.203	No. 1 stone	63.75	70.51	26.56	156.87	253.94	pave-
	5,047	855	1.64	15,393 Bit. mat., L. H. O.	0.353	No. 1 stone	63.41	298.63	26.76	158.52	483.90	pave-
	5,160	855	1.24	11,639 Bit. mat., L. H. O.	0.344	No. 1 stone	84.63	289.75	33.13	211.70	534.58	pave-
	5,208	855	1.71	7,022 Bit. mat., L. H. O.	0.178	No. 1 stone	20.47	67.63	13.87	51.17	132.67	pave-
	5,295	855	2.96	37,075 Bit. mat., L. H. O.	0.206	No. 1 stone	89.76	176.96	34.66	224.40	494.89	sup-
	5,335	855	0.46	6,101 Bit. mat., L. H. O.	0.237	No. 1 stone	64.46	285.51	27.07	161.15	474.03	pave-

NOTE.—D. F. means department force.

* Cover furnished by the State and applied by the contractor, purchased last year.

Tompkins.....	5,168	858	0.15	1,408	L. H. O.....	0.25	No. 1 stone.....	66.6	T.	211	13	41	97	171	83	424	93	0.0452	16 feet width of pavement. Cover supplied by force acct.
	5,215	858	9.95	93,397	L. H. O.....	0.30	No. 1 stone.....	68.4	T.	264	50	29	15	160	74	454	39	0.0484	16 feet width of pavement.
	5,257	858	2.69	25,250	L. H. O.....	0.25	No. 1 stone.....	57.1	T.	227	84	29	39	137	25	394	48	0.0420	16 feet width of pavement. Cover supplied by force acct.
	5,429	858	0.70	6,571	L. H. O.....	0.60	No. 1 and No. 2 stone.....	149.45	T.	557	79	66	63	364	85	989	27	0.1085	16 feet width of pavement. Cover supplied by force acct.
	5,333	858	1.28	12,015	Asphalt, road oil..	0.268	.....	.....	.....	.....	.....	.....	.....	.....	.....	177	19	0.0188	16 feet width of pavement.
	483	920	0.58	4,083	L. H. O.....	0.31	No. 1 limestone.....	57	.....	200	48	23	82	119	70	344	00	0.049	12 feet width of pavement.
	616	920	8.66	71,124	L. H. O.....	0.28	No. 1 limestone.....	57	.....	212	48	23	82	119	70	356	00	0.043	14 feet width of pavement.
	682	920	3.95	37,079	L. H. O.....	0.21	No. 1 limestone.....	72	.....	179	48	28	32	151	20	359	00	0.038	16 feet width of pavement.
	683	920	3.57	33,512	L. H. O.....	0.19	No. 1 slag.....	53	.....	159	48	38	52	101	00	299	00	0.032	16 feet width of pavement. Cover supplied by force acct.
	1,002	920	0.84	6,899	L. H. O.....	0.23	No. 1 limestone.....	50	.....	175	28	21	72	105	00	302	00	0.037	14 feet width of pavement.
	1,003	920	1.37	12,860	L. H. O.....	0.23	No. 1 limestone.....	54	.....	201	68	22	92	113	40	338	00	0.036	16 feet width of pavement.
	1,004	920	3.39	27,842	L. H. O.....	0.35	No. 1 limestone.....	59	.....	270	63	59	82	147	55	478	00	0.059	14 feet width of pavement; 50 per cent of cover furnished by force acct.
	1,188	920	1.92	15,769	L. H. O.....	0.26	No. 1 limestone.....	70	.....	193	28	27	72	147	00	368	00	0.045	14 feet width of pavement.
	5,214	920	5.09	47,780	L. H. O.....	0.35	No. 1 limestone.....	62	.....	303	48	25	32	130	20	459	00	0.049	16 feet width of pavement.
	5,294	920	6.69	62,799	L. H. O.....	0.27	No. 1 limestone.....	83	.....	232	08	31	62	174	30	438	00	0.047	16 feet width of pavement.
	5,379	920	2.39	19,629	L. H. O.....	0.36	No. 1 limestone.....	73	.....	269	48	50	52	115	00	435	00	0.063	14 feet width of pavement. Cover supplied by force acct.
	5,474	920	6.29	59,044	T. C. A.....	0.26	No. 1 limestone.....	78	.....	263	08	30	12	163	80	457	00	0.049	16 feet width of pavement.
	5,567	920	3.04	24,967	T. C. A.....	0.30	No. 1 limestone.....	62	.....	224	18	25	32	130	20	380	00	0.046	14 feet width of pavement.

NOTE.— D. F. means department forces.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Concluded)

COUNTY	Road number	Con-tract num-ber	Miles	Square yards	Oil		Cover		Cost Per Mile				Total cost per square yard	Remarks
					Kind	Gallons per square yard	Kind	Tons per mile	Oil	Sweep- ing and apply- ing	Cover	Total		
Ulster.....	16	D. F.	1.50	10,560	Cold tar.....	0.21	1-inch gravel.....	35	\$130 83	\$172 67	\$110 20	\$413 70	\$0.059	
	37	D. F.	4.00	28,160	Cold tar.....	0.25	1-inch gravel.....	81	118 90	74 25	248 36	441 51	0.063	
	116	D. F.	3.00	24,640	Cold tar.....	0.20	1-inch gravel.....	45	81 75	72 00	150 00	303 75	0.064	
	117	D. F.	2.00	16,427	Cold tar.....	0.21	1-inch gravel.....	112	143 39	102 50	143 29	389 18	0.047	
	230	D. F.	3.00	28,160	Cold tar.....	0.27	1-inch stone.....	70	163 13	118 03	154 67	435 83	0.046	
	231	D. F.	2.50	20,530	Cold tar.....	0.25	1-inch stone, 1/2-inch grav.	50	160 00	120 15	107 32	387 47	0.047	
	305	D. F.	3.00	28,160	Cold tar.....	0.27	1-inch gravel.....	80	163 00	114 00	128 73	405 73	0.043	
	306	D. F.	3.00	28,160	Cold tar.....	0.27	1-inch gravel.....	90	172 46	99 71	160 07	432 24	0.046	
	310	D. F.	4.25	34,907	L. C. O.....	0.26	1-inch gravel.....	82	121 70	73 71	151 32	346 73	0.042	
	351	D. F.	2.00	16,427	L. C. O.....	0.20	1-inch gravel.....	62	130 43	126 34	122 60	379 37	0.047	
Warren.....	921	D. F.	1.00	9,287	Cold tar.....	0.24	1-inch gravel.....	44	150 17	70 00	138 62	358 79	0.039	
	5,192	D. F.	0.24	1,971	Cold tar.....	0.25	1-inch gravel.....	140	174 20	84 00	143 20	421 40	0.054	
	417	898	7.56	35,477	L. C. O.....	0.225	Sand.....	25	90 87	16 89	18 00	125 76	0.0268	
	418	898	9.74	45,715	L. C. O.....	0.203	Sand.....	25	81 00	19 95	18 00	118 95	0.0254	
	656	898	1.98	18,578	L. C. O.....	0.247	Sand.....	59.4	196 70	26 16	42 75	265 61	0.0317	
	5,055	898	1.63	15,342	L. H. O.....	0.293	Sand.....	66	277 67	25 84	47 52	351 03	0.0418	
	5,088	898	1.53	14,471	L. H. O.....	0.207	Sand.....	66	196 08	28 64	47 52	272 24	0.0307	
	5,158	898	6.50	60,978	B. M. T. C. A.....	0.265	Sand.....	50	236 23	46 58	36 00	318 81	0.0381	
	5,185	899	6.07	61,581	B. M. A.....	0.3	No. 1 and No. 2 stone.....	243.1	659 44	553 34	633 16	1,846 44	0.182	
	103	868	1.31	12,316.4	L. H. O.....	0.208	I. O. T.....	50	148 60	88 67	110 00	347 27	0.036	
Washington....	803	868	1.69	14,262	Tar.....	0.20	I. O. T.....	50	116 85	73 92	110 00	300 77	0.036	
	1,224	868	5.55	45,584	Tar.....	0.329	Sand.....	66	199 75	103 36	39 60	342 71	0.041	
	5,203	868	6.01	56,370	L. H. O.....	0.196	I. O. T.....	50	208 65	84 90	110 00	403 55	0.042	
	5,316	868	2.66	24,967	L. H. O.....	0.305	I. O. T.....	55	195 61	113 11	121 00	129 72	0.045	
	5,336	868	9.47	88,871	L. H. O.....	0.197	I. O. T.....	50	235 79	85 09	110 00	430 88	0.045	
	20	971	3.16	29,662	"A" binder.....	1.50	1 1/2-in., 1/2-in., 1/2-in.....	100 } 150 } 110 }	1,264 00	938 00	1,059 00	3,261 00	0.3474	Heavy surf. treatment.
	35	971	1.15	10,795	"A" binder.....	1.50	1 1/2-in., 1/2-in., 1/2-in.....	100 } 150 } 110 }	1,264 00	938 00	1,059 00	3,261 00	0.3474	Heavy surf. treatment.
	1,015	971	3.22	28,733	{ T. H. A..... T. C. A.....	0.50 0.10	1-inch trap..... 1-inch trap.....	134 111	481 00 101 00	269 00 202 00	401 00 } 335 00 }	1,789 00	0.2005	Surf. treat. of old conc.
	51	971	5.04	35,482	L. C. O.....	0.20	1-inch trap.....	65	156 00	60 00	196 00	412 00	0.0602	

Wyoming.....	150	888	3.27	26,857	T. C. A.	0.20	1/4-inch trap.....	65	148 00	33 00	208 00	389 00	0.0473
	151	888	5.99	49,196	L. C. O.	0.20	1/4-inch trap.....	65	156 00	34 00	208 00	398 00	0.0485
Yates.....	261	888	5.86	48,018	L. C. O.	0.20	1/4-inch trap.....	65	156 00	25 00	208 00	389 00	0.0473
	262	888	4.66	38,272	L. C. O.	0.20	1/4-inch trap.....	65	156 00	25 00	208 00	389 00	0.0473
	865	971	2.55	23,936	L. C. O.	0.20	1/4-inch trap.....	75	180 00	59 00	225 00	464 00	0.0494
	18	D. F.	2.77	26,000	T. C. A.	0.35	1/4-inch trap.....	100	255 00	124 00	224 00	603 00	0.064
	34	D. F.	2.16	20,268	T. C. A.	0.35	1/4-inch trap.....	100	266 00	118 00	266 00	650 00	0.069
	52	D. F.	3.69	30,307	L. C. O.	0.26	1/4-inch trap.....	75	174 00	49 00	207 00	430 00	0.046
	53	D. F.	1.76	16,520	T. C. A.	0.25	1/4-inch trap.....	75	186 00	124 00	145 00	455 00	0.048
	54	D. F.	2.65	24,874	T. C. A.	0.25	1/4-inch trap.....	100	189 00	104 00	191 00	484 00	0.052
	503	D. F.	1.00	.....	K. P. E.	0.25	1/4-inch, 1/4-inch trap.....	80	270 00	158 00	152 00	580 00	0.062
	519	D. F.	2.00	28,160	T. C. A.	0.35	1/4-inch, 1/4-inch trap.....	100	165 00	88 00	145 00	398 00	0.042
	520	D. F.	2.01	19,570	Hgr., T. C. A.	0.35	1 1/4-inch, 1/4-inch.....	125	364 00	108 00	204 00	676 00	0.072
	768	D. F.	2.52	23,476	T. C. A.	0.35	1/4-inch trap.....	100	194 00	97 00	151 00	442 00	0.047
	901	D. F.	1.50	14,069	T. C. A.	0.25	1/4-inch, 1/4-inch trap.....	100	149 00	33 00	193 00	375 00	0.040
	5,231	D. F.	1.46	14,038	T. C. A.	0.35	1/4-inch, 1/4-inch trap.....	55	231 00	100 00	153 00	484 00	0.052
	144	D. F.	2.56	23,852	T. C. A.	0.25	1/4-inch trap.....	100	191 00	93 00	250 00	534 00	0.057
	149	D. F.	1.82	14,948	T. C. A.	0.20	Local gravel.....	60 C. Y.	172 00	89 00	60 00	321 00	0.0390
	331	D. F.	0.67	5,440	L. C. O.	0.25	1/4-inch trap.....	60	182 00	82 00	135 00	399 00	0.0485
	332	D. F.	3.88	31,867	L. C. O.	0.19	Local gravel.....	53 C. Y.	80 00	46 00	57 00	183 00	0.0223
	657	D. F.	100	26,529	T. C. A.	0.22	1/4-inch trap.....	68	112 00	57 00	171 00	340 00	0.0411
	770	D. F.	2.23	9,387	L. C. O.	0.25	1/4-inch gravel.....	110 C. Y.	221 00	96 00	165 00	334 00	0.0487
	775	D. F.	1.00	4,106	T. C. A.	0.25	1/4-inch stone.....	75	177 00	105 00	140 00	457 00	0.0600
	900	D. F.	0.50	9,034	T. C. A.	0.25	1/4-inch trap.....	75	211 00	94 00	217 00	499 00	0.0504
	5,147	D. F.	1.10	17,576	T. C. A.	0.20	Local sand.....	55 C. Y.	142 00	51 00	67 00	260 00	0.0312
	894	874	2.14	17,741	T. C. A.	0.16	Local gravel.....	100 C. Y.	140 00	127 00	130 00	397 00	0.0422
			1.89	33,417	L. C. O.	0.18	No. 1 slag.....	30	143 62	17 50	71 30	232 42	0.0247
			3.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5,400	874	8.89	92,665	L. C. O.	0.18	No. 1 slag.....	30	159 46	19 41	70 80	239 69	0.0239
	1,205	857	5.18	37,580	Bit. mat. L. H. O.	0.308	No. 1 limestone.....	72.2	205 49	28 60	176 89	406 81	0.056
	1,210	857	5.53	43,630	Bit. mat. L. H. O.	0.255	No. 1 limestone.....	66.8	187 55	26 98	163 66	378 19	0.048
	5,323	857	5.95	48,845	Bit. mat. L. H. O.	0.264	No. 1 limestone.....	55.1	204 42	23 47	135 00	362 89	0.044
	5,324	857	7.04	56,710	Bit. mat. L. H. O.	0.256	No. 1 limestone.....	52.9	189 95	22 81	129 61	342 37	0.043

Surplus cover material
not charged against
cont.
12 feet to 16 feet width
of pavement.
16 feet width of pave-
ment.
16 feet width of pave-
ment.
16 feet width of pave-
ment.

NOTE.— D. F. means department forces.

PROPOSALS FOR FURNISHING BITUMINOUS MATERIALS, F. O. B. DESTINATION, 1916

"A" denotes asphaltic products.
 "T" denotes high carbon tar.
 "L. C. T." denotes low carbon tar.

"H. O." denotes hot oil, asphaltic products.
 "C. O." denotes cold oil, asphaltic products.
 "L. C. O." denotes light cold oil, asphaltic products.

"L. C. L." denotes less carload lots.
 "C. A." denotes cold application.
 "H. A." denotes hot application.

Contract number	Division number	Kind of material	How delivered	Gallons	Price	Amount	Contractor
1	1	Binder "A"	Barrels car lot.	36,483	\$0.086	\$3,137 54	John Baker, Jr.
		L. C. O.	Barrels L. C. L.	26,320	.092	2,416 90	
			Tank car.	78,942	.051	4,026 05	
			Barrels car lot.	14,522	.079	1,147 23	Headley Good Roads Co.
			Barrels L. C. L.	20,658	.086	1,776 62	
			Tank car.	37,084	.062	2,299 21	
			Barrels car lot.	82,020	.088	7,217 74	
			Barrels L. C. L.	4,008	.098	392 78	
2	1	Cold patch Asphaltic Emulsion.	Barrels car lot.	39,459	.1125	4,439 15	Headley Good Roads Co.
3	1	T. C. A.	Barrels L. C. L.	50,995	.1205	6,144 86	
			Tank car.	146,061	.0608	8,880 45	United Gas Improvement Co.
			Barrels car lot.	238,753	.0821	19,599 42	
4	2	Binder "A"	Barrels car lot.	98,995	.0871	8,620 59	John Baker, Jr.
			Barrels L. C. L.	36,928	.086	3,175 80	
			Barrels L. C. L.	10,854	.096	1,041 94	Headley Good Roads Co.
			Tank car.		.089		
			Barrels car lot.	15,796	.062	1,390 05	
			Barrels car lot.	131,040	.114	14,938 56	
			Barrels L. C. L.	57,381	.125	7,172 71	
5	2	Cold patch Asphaltic Emulsion.	Tank car.	49,650	.0621	3,083 27	United Gas Imp. Co.
6	2	T. C. A.	Barrels car lot.	24,943	.0838	2,090 22	
			Barrels L. C. L.	3,861	.0870	335 91	John Baker, Jr.
			Barrels car lot.	4,024	.0926	371 51	
			Barrels car lot.	33,968	.088	2,989 18	
			Barrels L. C. L.	6,034	.098	591 33	
			Tank car.	39,275	.053	2,081 43	
			Barrels car lot.	11,452	.082	939 06	Headley Good Roads Co.
			Barrels L. C. L.		.096		
			Barrels car lot.	37,044	.1175	4,352 69	
			Barrels L. C. L.	2,674	.1295	346 30	
			Tank car.	79,389	.0640	5,077 38	
8	3	Cold patch Asphaltic Emulsion.	Barrels car lot.	42,720	.0859	3,669 64	United Gas Improvement Co.
9	3	T. C. A.	Barrels L. C. L.	1,989	.0959	190 75	

[illegible]

BROKEN STONE CONTRACTS, 1916

COUNTY	Road number	Miles	Contract number	Contractor	CRUSHED STONE		SLAG		Amount
					Tons	Cubic yards	Tons	Cubic yards	
Essex.....	756	7.03	*70	John Anderson, Jr.....	.....	2,804.8	.....	.....	\$10,764 94
Hamilton.....	5187	5.69							
Hamilton.....	5189	8.43	†71	Fred Snay.....	.....	1,000.0	.....	.....	2,630 00
Hamilton.....	1025	7.25	72	Edgar Call.....	.....	1,765.9	.....	.....	5,185 93

* Contract originally let to Fred Snay was cancelled and relet to John Anderson, Jr.
† Contract originally let to Fred Snay was cancelled and material was furnished by John Anderson, Jr., on orders.

	Patrol	Extra-ordinary repairs	Miscellaneous			Total
Albany..	12,837 16	\$1 68	.....	\$190 64	.....	\$220,979 09
Allegany	6,843 00	.....	.....	.....	.....	48,269 44
Broome..	1,318 40	.....	.....	.....	.....	77,144 86
Cattaraugus	2,667 00	.....	.....	.....	.....	62,064 66
Cayuga..	7,126 50	.....	.....	.....	.....	100,963 59
Chautauq	2,187 00	*2,626 25	.....	.....	.....	25,842 37
Chemung	7,512 75	.....	.....	.....	.....	70,446 14
Chenango	9,468 00	.....	.....	.....	.....	58,759 21
Clinton..	7,913 75	.....	11 75	98 86	.....	79,049 04
Columbia	5,986 00	.....	.....	.....	.....	73,881 11
Cortland	6,741 00	.....	.....	.....	.....	63,762 23
Delaware	8,638 00	.....	.....	.....	.....	60,985 47
Dutchess	10,677 50	.....	.....	.....	.....	104,509 57
Erie....	13,698 00	16 50	16 50	.....	.....	143,650 44
Essex....	8,784 75	.....	.....	.....	.....	56,455 17
Franklin	7,428 00	.....	.....	.....	.....	43,810 60
Fulton..	4,921 50	.....	.....	.....	.....	44,015 35
Genesee..	3,009 00	.....	.....	275 44	.....	15,672 91
Greene..	5,682 00	.....	.....	.....	.....	34,046 93
Hamilton	3,234 00	.....	.....	.....	.....	20,172 48
Herkimer	8,773 50	.....	.....	.....	.....	79,039 67
Jefferson	17,642 50	.....	.....	.....	.....	127,919 27
Lewis....	4,096 50	.....	.....	.....	.....	32,521 93
Livingston	7,761 00	.....	.....	.....	.....	53,225 87
Madison..	6,747 00	.....	.....	.....	.....	30,379 91
Monroe..	19,847 57	.....	.....	2,819 67	\$156 86	188,195 21
Montgomery	6,573 00	.....	.....	.....	.....	62,956 38
Nassau..	4,666 25	.....	.....	.....	.....	40,060 77
Niagara..	3,228 00	.....	.....	.....	.....	77,613 68
Oneida..	15,543 00	.....	1 40	.....	.....	166,385 15
Onondaga	12,280 50	.....	.....	.....	.....	193,074 26
Ontario..	7,933 00	.....	.....	.....	.....	84,476 28
Orange..	15,405 75	.....	.....	1,271 09	1,807 71	118,435 39
Orleans..	5,274 25	.....	.....	.....	.....	26,138 67
Oswego..	9,672 00	.....	.....	.....	.....	49,126 96
Otsego..	12,075 06	.....	.....	.....	.....	60,151 18
Putnam..	3,354 00	.....	.....	.....	.....	15,206 16
Rensselaer	16,206 00	177 93	.....	731 07	.....	216,971 30
Rockland	3,988 50	.....	.....	.....	.....	52,511 65
St. Lawrence	13,971 00	.....	.....	.....	.....	126,190 17
Saratoga	4,974 00	.....	.....	.....	.....	68,439 28
Schenectady	4,242 00	.....	.....	33 65	.....	52,142 86
Schoharie	3,495 00	.....	.....	.....	.....	25,709 17
Schuyler..	2,844 00	.....	.....	.....	.....	25,156 92
Seneca..	2,949 00	.....	.....	.....	.....	21,494 57
Steuben..	4,393 50	1 60	.....	.....	.....	128,547 60
Suffolk..	5,550 00	.....	.....	.....	.....	84,125 59
Sullivan	4,611 00	.....	.....	.....	.....	58,405 12
Tioga....	5,017 90	.....	.....	.....	.....	36,691 95
Tompkins	5,583 00	.....	.....	.....	.....	67,013 14
Ulster..	2,048 38	.....	.....	.....	.....	82,609 86
Warren..	6,678 00	.....	.....	.....	.....	45,522 92
Washington	5,997 00	.....	.....	.....	.....	51,823 51
Wayne..	4,719 00	.....	.....	.....	.....	26,594 52
Westchester	18,838 75	.....	.....	.....	.....	235,495 62
Wyoming	3,048 00	.....	.....	445 38	.....	14,864 15
Yates....	2,472 46	.....	.....	.....	.....	22,699 42
Total	39,172 68	\$2,823 96	\$29 65	\$5,865 80	\$1,964 57	\$4,252,396 72

REPORT OF THE THIRD DEPUTY COMMISSIONER IN CHARGE OF THE BUREAU OF TOWN HIGHWAYS

ALBANY, N. Y., *January 10, 1916.*

HON. EDWIN DUFFEY, *Commissioner of Highways:*

SIR.—I have the honor to submit herewith the annual report of the Bureau of Town Highways for the fiscal year ending October 31, 1916.

Town Highway System. All public highways of the State, outside of incorporated villages and cities, and those within Indian Reservations, are "town highways" until taken over and improved as "State" or "County" highways or "County Roads." The mileage of these highways has decreased from year to year on account of the improvements as cited, and there are now, in round numbers, 71,000 miles which comprise the town highway system.

Revised System of Accounting. A revised system of town highway accounting was adopted during the past year, which took effect November 1st, 1916, and will be carried on uniformly by each town throughout the State.

By this revision the taxpayers, also local and State officials, are furnished with an account in the form of a "ledger" for each town. This system shows the accounting separately, of moneys received and expended for the general repair and maintenance of town highways; repair and construction of sluices and culverts; special improvements, such as macadam, gravel, or other types of permanent improvement, and each special improvement accounted for separately.

Motor-Vehicle Traffic. The maintenance of earth roads is becoming a very serious problem on account of the increase in motor-vehicle traffic, and drivers of these vehicles are not slow to take advantage of any improvement made to this class of road. The condition caused by this traffic, together with the general amount

of the usual improvements to the highways, demand an increasing amount of available funds for these purposes.

Treatment of Oil. Cold oil as a binder on town macadam, gravel and cinder roads has been much used during the past season. Many of the towns are learning that their local soil and materials with the use of oil for a binder, furnish an excellent road surface at a low cost.

County Maps. The county maps, as adopted in 1915 showing all classes of improved highways, have been of great assistance to the county and town officials in determining the location of proposed improvements to town highways. These maps indicate that it is the intent of the officials to form a connecting system of improved highways within their counties.

Inspection. A personal inspection was made of town highways in each county during the season, and arrangements were made with each county superintendent in advance in order that he might be prepared to accompany me on the trip over the roads in his county. This proved to be of much assistance to me in making these inspections.

County Road System. Seventeen counties have adopted a system of road improvement under the provisions of sections 320 and 320-a of the Highway Law. Since the adoption of this system there have been constructed approximately 575 miles of improved roads of various types, mostly of macadam at a cost approximately of \$3,000,000, with an average width of ten feet of metal. This auxiliary class of improved roads is proving to be a valuable asset to the local communities. There are many defects in the provision of statute governing the cost and maintenance of such roads and a general revision of this law is much needed.

Highways and Bridges on Indian Reservations. There are seven Indian Reservations, the public highways of which total 356 miles. The improvement, repair and maintenance of these highways and bridges are financed by an annual appropriation from the general funds of the State. The amount of this appropriation during the past year was \$40,000. Short stretches of macadam roads were constructed in the various reservations. The abundance of gravel in the Allegany and Onondaga reservations allowed the improvement of many miles of gravel roads on these two reservations. Nearly all of the macadam roads which had

NIAGARA COUNTY — FOUNDATION COURSE FOR WATERBOUND MACADAM UNDER
CONSTRUCTION ON THE TUSCARORA INDIAN RESERVATION.

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been improved as such in previous years, and some of the more important gravel roads, received an oil treatment. The improvement of bridges on these reservations is progressing rapidly and with the present plans for the completion of the long bridges on the Allegany Reservation will be in condition to meet all classes of traffic.

Permanent Improvements. Improvements of a permanent character made by the towns in the past year, show very satisfactory results; 12,763 permanent culverts and 1,043 bridges, varying in span from 5 feet to 100 feet were constructed. During the year, 456.29 miles of town macadam; 353.96 miles of gravel; 12.42 miles of concrete roads were built.

Under sections 320 and 320a, were constructed 248.55 miles of improved roads, financed by aid from the counties in which located.

The mileage of town highways now improved totals 4,483 miles of town macadam; 6,190 miles of gravel; 12.42 miles of concrete and 575 miles of macadam built under sections 320 and 320-a and financed by the towns aided by the counties.

The counties of Franklin, Nassau, Putnam and Rockland under special legislation, have improved 521.53 miles of county roads which are financed at the entire expense of the county in which located.

This latter classification of highways is not included in the mileage of improved State, county, town, or roads built under sections 320 and 320-a of the Highway Law.

The following statement shows the amount of receipts, expenditures and balances on hand in the highway, bridge, machinery and miscellaneous funds of the town highway accounts:

Statement of Town Highway Accounts, 1916

	Receipts	Expenditures	Balances ending Oct. 31, 1916
Highway	\$6,341,361 58	\$5,475,399 93	\$865,961 65
Bridge	1,661,760 32	1,360,386 10	301,374 22
Machinery	378,451 92	318,829 03	56,622 89
Miscellaneous	913,705 06	855,895 40	57,809 65
Totals	\$9,295,278 88	\$8,010,510 46	\$1,284,768 42

NOTE.—The fiscal year of accounting closes October 31, 1916, but the working forces continue on throughout the year which accounts for the large balance on hand at this date.

The above amount \$9,295,278.88 which was available for town highway purposes during the year 1916 consists of \$1,950,575 paid by the State as "State aid."

Audit

During the year 1916, each town highway account was examined by the district supervisors representing this Bureau in their respective districts. As a result of these examinations, corrections were made as follows:

STATEMENT OF AUDIT, 1916

Credits

Amount reimbursed to highway, bridge, machinery and miscellaneous funds	\$14,457 09
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Debits

Amount charged to highway, bridge, machinery and miscellaneous funds	\$6,841 61
-------------------------------------------------------------------------------	------------

Difference

Amount reimbursed by cash to highway account....	\$7,615 48
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These corrections are compiled from items varying from a few cents to hundreds of dollars and apply to numerous towns.

Tabulated statements showing in detail the receipts and expenditures for all town highway purposes in each town of the State are given herewith; also detailed written reports furnished by the county superintendents.

All of which are respectfully submitted.

BENJ. J. RICE,
Third Deputy.

ALBANY COUNTY

The heavy and continual rains during the earlier part of the season made it very difficult for the town superintendents to keep the earth roads in satisfactory condition and much money was absorbed in repairing the damages caused thereby. The work in this county as a whole has been fairly satisfactory and particularly good as regards permanent culvert work.

In addition to the usual work on the earth roads nine miles of crushed stone road were built making a total of 77 miles in the county. Seven concrete culverts were built and 216 of cast iron placed.

Four new concrete bridges were built, three of them by the town superintendent.

Several plank floors on bridges were replaced by 2x4's set on edge and covered with asphalt and gravel.

ALLEGANY COUNTY

Three heavy floods caused by cloudbursts swept Allegany county during the month of May 1916. Nearly all bridges, except those of the most permanent type were either badly damaged or entirely swept away.

In some instances concrete abutments supposed to be permanent were undermined and considerable expense was necessary to put them on proper foundations.

Labor conditions and the time available made it impossible to replace all bridges with complete permanent structures, but when it was possible to complete permanent concrete abutments this has been done and temporary floors have been put on.

In some towns the damage was so great that it was necessary to build entire temporary structures in order that traffic should not be held up, but this has been done with the understanding that they shall be replaced with reinforced concrete as soon as possible.

No bridges have been reported as new work except those entirely completed and conforming to State standards.

Thirty-four new concrete bridges have been completed this year, and in addition to this, abutments have been built for about thirty

more, which will be covered with reinforced concrete floors next year. Continued wet weather at the time earth roads should have been worked and floods following immediately after, made first-class dirt roads impossible for all available money had been used to relieve flood conditions and make roads safe for traffic.

Extra drainage has been found necessary and 229 new concrete and cast iron culverts have been installed during the past year. Five years' time will be necessary to completely overcome the damage caused by floods in the month of May to highways, bridges and culverts in this county.

BROOME COUNTY

The work of placing the highways in condition this season has been much harder, due to the fact that during the season of 1915 the flood damage was still in evidence. Nevertheless, most towns have made splendid progress toward restoring the roads and bridges washed out at that time.

The amount of money expended for highways during the year was:

ing the year was:.....	\$67,727 52
Bridges	36,669 65
Machinery	3,136 49
Miscellaneous	13,150 51
	<hr/>
	\$120,684 17
	<hr/> <hr/>

Small amount of permanent work has been done during the year. The work has been toward restoring roads to their former condition, building retaining walls, filling, placing of cast iron and concrete culverts. Over 500 cast iron culverts have been placed during the year, costing over \$11,000. Twenty-one concrete culverts have been built. Many of the towns have handsome balances to carry over for the coming year, partly due to not continuing heavy road machine work in the early part of the season.

Bridges

The bridge work for the year has continued and shows that 31 bridges have been constructed during the year at a cost of over \$21,000, one concrete arch, two span 58 foot arch.

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SARATOGA COUNTY — TOWN HIGHWAY BUILT WITH COUNTY AID UNDER CON-
STRUCTION IN THE TOWN OF HADLEY.

The town of Sanford has leased stone crusher and bins and has provided in estimate amount to construct permanent stone road from Oquaga Station to Oquaga Lake, a distance of 2½ miles.

The registration fees on account of automobile tax received by the county treasurer to the amount of \$3,750 has been allotted to the town of Binghamton, providing the town appropriates a like amount to be used in the improvement of the highway leading to Hawleytown and station line south of the city of Binghamton. The town has provided a like amount and, consequently, \$7,500 will be expended during the year for the improvement of this highway. Some of the towns are using 2x4's creosoted in the flooring of old bridges, and this work is proving very satisfactory. The best results are obtained by using a good and well-treated creosote 2x4, and placing a bituminous oil with stone or fine screened gravel on the top for a wearing surface.

Total number of bridges between 5 and 20 ft. built during	
year	20
Between 20 and 50 ft.	8
Over 50 ft.	3
	<hr/>
Total	31
	<hr/> <hr/>

The estimate of towns for money to be expended during the year 1917:

Highways	\$38,603 44
Bridges	17,853 00
Machinery	3,475 00
Miscellaneous	6,336 50
Balance Nov. 1, 1916	14,367 46
Estimated State aid	29,484 82
Auto Tax (attached)	3,750 00
	<hr/>
	\$113,870 22
	<hr/> <hr/>

The year 1915 has closed with a county system of highways as approved by an act of the Legislature of 1907, nearly provided for by the State and county, and another year will bring the system quite complete. The county has accepted the alternate method of apportioning the expense of county highways, and thus will be able to reach more mileage of the county system. During the winter of 1915 the cost for removing obstructions caused by snow was \$11,400.42.

CATTARAUGUS COUNTY

This county, in common with the other western counties of the State, suffered severely from floods and continued rains in the early summer.

Roads were badly washed and many miles completely destroyed. Many bridges were washed away, one town alone Hinsdale, losing 26. As a consequence, it was necessary to amend practically all of the agreements of the county and use funds originally intended for permanent improvements in repairing roads damaged by the floods. However, a good amount of permanent work was done as follows: Thirty-six miles of gravel was placed upon the town highways at a cost of \$7,000.

One hundred and two concrete culverts were built costing \$6,805.

One hundred and fifty-three iron sluices were placed at a cost of \$3,630.

Sixty reinforced concrete bridges were built: 39 between 5 feet and 20 feet; 16 between 20 feet and 50 feet; 5 over 50 feet, the total costing \$35,413.

At the close of the season the general condition of the roads throughout the county was much better than could have been believed possible after the floods, and with the increased amount of money which the towns have provided they will be so far improved by the close of the season of 1917 that few traces of this extremely bad year will remain.

CAYUGA COUNTY

Highway conditions in Cayuga county continue favorable. The various town superintendents are interested in their work and

striving to get the best possible results. The tax assessing bodies, the town boards and the supervisors are showing their appreciation of their efforts by increasing the funds available and the general public more than ever before are commending more than criticising their work.

The county aid system of town roads under section 320-a has completed its third year with sixty miles of permanent stone roads built. This in addition to the forty miles of town macadam in the county. Every town has had a share in this work in 1916, building over 19 miles. The reduction of grades in this year's work on the county system from 17 per cent to 10 per cent and from 14 per cent to 9 per cent and many others has made the average cost of the work somewhat higher than in previous years.

Ten miles of gravel road have been built and the earth roads which have had several years' care, have been widened out and properly crowned, reshaped and honed, so now general road conditions have been good during the year. Several of the towns have employed patrolmen on their earth and gravel roads attending to the little things and the benefits of their work are quite apparent. Provision for the maintenance of town macadam roads under the joint care of county and towns was begun by the application of a carpet coat of Tarvia or oil with stone chips to 19 miles of macadam with generally satisfactory results.

Forty concrete culverts and nearly 100 iron pipe culverts, permanent structures, have been placed.

The work of building permanent bridges through the past eight years is having its results in smaller expenditures for repairs and fewer new bridges being needed to keep the bridge system up to full standards.

Convict labor from Auburn prison has been employed in two towns building stone macadam roads and with satisfactory results. The outdoor work was a benefit to the men themselves and their work a benefit to the roads.

For 1917 the tax assessment for the town highway fund will aggregate \$58,478.01. On the basis of previous years this will draw \$34,973.66 of State aid, or 94 per cent of the possible amount available. To this will be added the county aid fund of \$62,500.00 affording prospects for even better work in 1917.

CHAUTAUQUA COUNTY

The town highway work in this county was a trifle below the usual quality owing to the extremely wet and late spring. However, all the superintendents did the best possible, and fairly good roads were the result. A great deal of honing was done and good results were obtained. About three miles of town macadam were constructed and twenty-five miles of roads were surfaced with gravel.

While town highway work was not as good as desired for the reasons above named, the past season was productive of some fine bridge work. Great care was taken to secure suitable foundations and all bridges built strong enough to safely carry a 15-ton load. Appearance also was taken into consideration and some beautiful structures were erected. A large amount of bridge work was done as the following figures will show. The new bridge work consists of 37 bridges at a cost of \$32,158.17. Two of the largest of these structures are located in the town of Hanover, one being an 80-foot concrete arch while the other is a 90-foot I-beam structure of two spans. In addition to the new work mentioned, 27 bridges were floored with tarred 2x4s. This work cost \$3,121.60. It is hoped to entirely eliminate the plank floor in a few years.

The culvert work consisted of 110 concrete culverts at a cost of \$10,204.52 and 215 pipe culverts at a cost of \$6,347.89.

The town of Mina secured a contract for constructing 4.33 miles of State and county highways and is making fine progress.

A system of county roads was started the past season under the authority of section 320-a of the Highway Law. Nine miles were put under construction the past season. Of this mileage six miles is completed. Two types were built, one being brick pavement at a cost of \$10,310.06 and one of slag construction at a cost of approximately \$3,000 per mile.

CHEMUNG COUNTY

The highway work in this county during the past year has been very satisfactory. In some of the towns a scarcity of labor has interfered and some of the towns has a larger balance in the highway fund left than in previous years. The construction of concrete culverts has exceeded any in previous years, a total of 393

SARATOGA COUNTY — PART OF COMPLETED COUNTY AID ROAD BETWEEN HAD-
LEY AND CONKLINGVILLE.

concrete culverts were constructed, one cast iron and one steel culvert. The culvert question in the towns is nearly completed, some towns only having twenty-five of the old plank culverts left. Another year will practically clean up several of the towns on the culvert construction.

The bridge construction has also been very satisfactory, a total of seventeen concrete bridges having been constructed; five bridges with concrete abutments with 2x4 floors using the present trusses and I-beams.

The State standards for the construction of culverts and bridges have been carried out. There has been no patrol system in any towns of the county.

CHENANGO COUNTY

Exceptionally good work has been done in nearly all the towns of this county the past season along the line of general highway work and State standard bridges. All new bridges have had concrete floors and many old ones, not heavy enough for concrete have been refloored with 2/4 oiled and gravel or crushed stone wearing surface. There is a fast growing sentiment in nearly every town to raise more highway money, and use nearly all State aid money for town macadam roads.

Between four and five miles of macadam road was built — nearly all with a fieldstone base, with a 12-foot width of metal. Comparatively little of this class of work has been heretofore done in this county, but pieces were built in fourteen of the towns this year and the total mileage constructed next year will undoubtedly be very much greater than this. Good progress was made in the work of building permanent culverts, 87 of concrete and 270 of cast iron being put in. All new bridges were built in accordance with State standards. All those of short span being built by the town superintendents.

CLINTON COUNTY

Work was well started early in the spring but suffered much on account of the heavy and almost continual rain up to the middle of July. It then became very hot and dry and many of the superintendents found it impossible to get help at this time of the year

on account of the large prices paid by farmers to secure their hay and grain crops.

The earth roads also suffered much on account of the United States Government Military Training Camp being located at Plattsburg, and using the roads of this county for their maneuvers. On some of the roads nearly all of the culverts and small bridges were damaged or broken in by the heavy army trucks, and the roads deeply rutted. All of this work was quickly repaired by the town superintendents.

About 150 permanent culverts of concrete and iron have been built. Many of the large bridges that were not heavy enough to carry a concrete floor have been floored with 2x4s treated with hot asphalt oil and iron ore tailings. Several new bridges with concrete floors have been built this season, not as many as usual on account of the high price of steel.

Two and three-fourth miles of town macadam have been built, a section of one and three-fourth miles of this was built between the villages of Ellenburgh Corners and Ellenburgh Center. This road cost at the rate of \$2,000 per mile. Several miles of new gravel road have been built and many miles resurfaced with gravel, cinders and clay.

Convict labor has been used in the towns of Ellenburgh and Dannemora to good advantage. Plans are already made out to start work on the Lyon Mountain road with convict labor early in the spring. Lake shore gravel was used in Cumberland Head to good advantage and it is expected that within a short time this beautiful drive will be completed by the use of the same.

For the large amount of good road work done in this county much credit is due to the fact that perfect harmony has always existed between town, county and state highway officials.

COLUMBIA COUNTY

Apparently realizing the certainty that state and county highways would not afford proper accommodation to local traffic, the general policy of the county has been to perform a class of work that, while perhaps not fully appreciated by the citizens and tourists whose standard of utility is a type of pavement fit only for fast and heavy motor traffic, met the requirements of that large

class of citizens whose interests are best served by road conditions affording safety, comfortable travel and relatively easy hauling.

Work embraced in promoting these conditions, has been, in the main widening sufficiently to allow clearance for passing vehicles, with ample width on curves and grades, improving alignment to afford a clear view of roadway for a considerable distance, securing grades that permit increased loads without a corresponding increase in motive power, surfacing with selected gravel to produce a firm, smooth surface of reasonable wearing quality.

To insure reasonable permanency in these earth and gravel roads, the matter of securing efficient drainage has been given primary consideration, thus it can be said that the improvement of town highways in nearly every town has steadily progressed, which would prove still more valuable assets to the state and county, if funds were sufficient to broaden the scope of operations in this system.

The main items in the foregoing class of improvements during the year are 158 miles widened, shaped and drained, 552 regularly honed and kept free from loose stone, 58 miles surfaced with approved gravel, 330 cast iron and concrete culverts and 14 steel and concrete bridges constructed.

In addition to the above, considerable rock excavation has been done, a number of heavy grades reduced, besides nearly every crowned section required reshaping on account of the effects of heavy motor traffic on the water soaked surfaces of spring and early summer.

The towns of Clermont and Germantown have equipment for macadam construction, but are unable to prosecute this class of work to any considerable extent due to very limited funds. The officials are seriously considering the advisability of submitting to the electors, a proposition to increase the funds by a bond issue, and adopt a system of town highways for speedy improvement.

The other towns seem not inclined to undertake macadam construction, being apparently satisfied with the improved earth and gravel roads.

One-half the number of town superintendents were first year men unfamiliar with the work, and were further handicapped by unprecedented rainy weather and light forces, thus the general

results may be said to have been satisfactory and do not suffer in comparison with other public undertakings.

CORTLAND COUNTY

During the past year the grading of earth roads throughout the county has received the proper attention of the various superintendents with one or two exceptions. These have been taken care of and better results will be obtained another year.

One hundred and sixty-four iron culverts have been placed and 97 concrete culverts constructed. This class of work is becoming very well standarized throughout the county and marked improvements are to be seen over work previously done.

Eleven towns constructed town macadam roads this year with the result that ten miles of excellent macadam was completed. This road has a metal portion, twelve and fourteen feet in width, composed of two layers. Bottom layer six inches thick after rolling of local field stone, not crushed. Top layer three inches thick after rolling, of crushed stone, either imported limestone or selected local stone. These roads have a uniform width twenty-two or twenty-four feet between ditches, they are built to line and grade and are of the waterbound type. The county contributes to the cost of this sum of \$3,000 per mile. These roads compare very favorably with some of the more expensive roads and seem to meet the requirements for which they are intended. The county now has fifteen miles of this class of construction.

The past year a mile and a half of town stone road was resurfaced, using a bituminous road oil and slag. The results obtained from this work are very satisfactory. This section being particularly fortunate in being able to obtain an excellent quality of slag for this class of work.

During the year thirteen concrete bridges were built in the county, and the structures are a credit to the towns that built them. Ten old plank floor bridges were replaced with new 2x4 floors properly treated.

In the town of Homer, during the past year, the construction of two miles of town macadam road was undertaken, using prison labor for this work. The town at a special election, voted the sum of \$9,000 for the purchase of cement, reinforcing materials,



SARATOGA COUNTY — TOWN HIGHWAY BUILT WITH COUNTY AID UNDER CON-
STRUCTION BETWEEN HADLEY AND CONKLINGVILLE.

crushed limestone, gravel and necessary team hire for this work. The results obtained have been very satisfactory. The grading for the two miles has been completed, two new concrete bridges were constructed, several concrete culverts were built and several hundred feet of dry retaining wall along the edge of a stream was built. One half mile of bottom stone was placed and filled. The remaining part of the road being ready for stone another year. The road built follows along the side of a stream through a narrow, winding valley with steep rocky slopes. The excavating has been nearly all rock. No serious trouble has been experienced in the use of this class of labor for the above work.

DELAWARE COUNTY

The town highway work has been carried on in the different towns in a satisfactory manner with few exceptions. Ten of the town superintendents have been serving their first years in that capacity, and consequently have lacked the experience necessary to do their best work. However, very satisfactory results have been obtained in most of the towns. The system of making it possible to change the town superintendents every two years is radically wrong, and should be changed in some way.

Culvert construction is receiving special attention, and the permanent character of the work is to be commended. Five hundred and eighty-six concrete culverts have been placed at a total cost of \$6,734, and 177 cast iron culverts costing \$3,676. In a few years the culvert work will have been practically completed. One steel bridge has been erected, costing \$811.42, and 12 concrete bridges at a total cost of \$4,168.30.

Several of the towns have made special improvements to highways by putting in field stone and rolling them until the surface was sufficiently smooth to receive the traffic without a filler; and, in cases where this could not be done, a light cover of gravel or earth has been used; and we get a very satisfactory road in this way.

In two towns the farmers living in the neighborhood benefited, gave the stone and hauled them to the road free of charge. Five and six-tenths miles of waterbound macadam have been built and 0.75 miles resurfaced with asphalt binder.

One of the most serious problems confronting us is — How to maintain our earth roads under the severe motor truck traffic to which they are being subjected?

DUTCHESS COUNTY

There was appropriated to the highway fund the amount of \$134,811.56; of which State aid was \$42,733.43. Amount of balance carried over to 1917 account is \$17,142.30, a seemingly large balance and one requiring explanation; a large proportion of balances carried over may be traced to the labor situation; in many instances, towns being unable to get a sufficient amount of labor to carry on the work and expend full allotment of fund. With this expenditure of \$117,669.26 in highway fund, we have an average expenditure of \$80.43 for each mile of our town highways against \$89.95 for 1915, and a total of \$13,932.13 less expended for same period. For the removal of obstructions caused by snow \$18,460.66 against \$723.82 in 1915, and \$19,480.73 in 1914. The town of Clinton expended the largest amount, namely \$1,654.87, and the town of Union Vale the least, namely \$105. Nine other towns were considerably in excess of \$1,000 each. Total number of days worked by our 20 town superintendents, 4,805; total salaries \$16,869.17. Average salary \$843.46. Largest salary paid to town superintendent \$1,408.50, smallest paid \$441.

ERIE COUNTY

The department of the county superintendent of highways has endeavored to so plan the different sections of town improvement that there will result a connected and properly developed system of town highways, which will supplement the improvement made by "State and County" highways and "County roads".

The usual amount of mileage was improved during the season and there are now a total of 225 miles of crushed stone road and 189 miles of gravel in the county.

Permanency has been the aim in bridge construction. Whenever possible, reinforced concrete bridges are recommended. When such type of bridge is not advisable, owing to insecure foundations, existing abutments being in good condition, or for a similar good reason, a steel bridge is recommended. Gradually,



WESTCHESTER COUNTY — TOWN OF BEDFORD, TOWN MACADAM AT HON. SETH
LOW'S FARM.

the bridges of the county are becoming of heavier type and of strength proportionate to the enormously increasing traffic and loads on the public highways. The width of the bridges on State and county highways is being increased, in most instances the new bridges being not less than 24 feet.

Concrete slab floors are required on all steel bridges and bituminous treated plank, set on edge, are used on the old bridges which it is not possible to replace with more modern structures.

Twenty bridges were built during the year, and during the last eight years there have been built:

22 steel truss and plate girder bridges, with concrete floor.

41 steel "I" beam, deck bridges, with concrete floor.

12 concrete arch bridges.

83 reinforced concrete slab and girder bridges.

31 bridge floors have been laid with 2x4 tarred plank.

Ninety per cent of the reinforced concrete slab and "I" beam bridges have been built by the town superintendent, with day labor.

The steel truss and girder bridges have in all cases been built under contract.

ESSEX COUNTY

The highways of the county were on the first of June, generally, in fine condition, but the extremely heavy rains during that month damaged the earth roads so much that it was late in the season before all were restored to a satisfactory condition. The towns of Moriah-No. Hudson and No. Elba have each put down sections of crushed stone road, the work being carefully laid out to form extensions of or connections with other improvements already done.

The town of Willsboro is trying an experimental section of crushed stone road on a bad sand foundation by covering the sand with about four inches of clay well rolled, the stone being laid on the clay and rolled to place. In Crown Point, Ticonderoga and Minerva good work was done in rock blasting to widen dangerous places, reducing grades on sharp pitches. About the usual amount of culvert and bridge work was done and the close of the season finds road conditions, generally, satisfactory throughout the county.

FRANKLIN COUNTY

The total mileage of improved roads constructed by the towns this year is considerably greater than any year since the present Highway Law went into effect. Quite a few towns have resurfaced old water-bound macadam roads with bituminous macadam. Cold applications of tar and asphaltic oils have been applied with good results. Many concrete culverts and bridges have been built and the old wooden type of culvert is fast disappearing. Many plank floors on bridges have been removed and either 2x4s treated with a preserving oil or concrete floors have been substituted. Quite a few bridges are in need of repainting and in many cases town boards are hard to convince of the necessity for painting bridges. Earth roads have not been maintained on the whole as well this year at last owing to a wet late spring. The heavy fall of rain in the spring and early summer did much damage to earth roads, more than could be repaired and maintained through the summer with the money available for such work. Some towns were unable to spend the full amount of highway moneys available for permanent work owing to the scarcity of labor.

FULTON COUNTY

The unusually heavy and continued rains in the spring and early summer greatly hindered work on earth roads and made it necessary to do a lot of it over, in some cases two or three times.

A good amount of permanent culvert and bridge work was 121 culverts and 10 bridges being built during the year.

A good start has been made on the construction of a system of "County Roads" and this will probably be increased rapidly in the near future.

The town of Mayfield employed a patrolman five months at a salary of \$75.00 per month, which was money invested.

The town of Bleeker purchased a steam drill and a lot of good work was done blasting rock from the upper side of some of the narrow mountain roads, widening dangerously narrow places and making a permanent ditch on upper side of the road.

About 75 per cent of brush was cut in the county. Except in the towns of Caroga and Ephratah where no brush was cut.

No permanent improvements, such as first class gravel roads were built. Some good work, however, in many towns was done, such as grading, ditching and preparing for surfacing another year.

GENESEE COUNTY

The past year has been most discouraging to the town superintendents of this county of any year since we have been under the present system. It seemed that the highway funds were being wasted the early part of the season in going over the same highways so many times trying to keep them in good condition, which extra work and expense was necessary on account of the storms, cloudbursts and floods which followed one after another in this section of the state until after the first of June.

We were benefited in a way by having several old culverts and some shaky bridges washed out, which have since been replaced with permanent structures. Several of the towns have practically all their old tile and wood culverts replaced with concrete or cast-iron and the whole county is pretty well along in this respect.

The reports of the town superintendents show that they have built the past year ten miles of town macadam, 2.5 resurfaced with stone, 14.1 mile of gravel road, 66 concrete culverts, 39 cast-iron culverts and 17 bridges. Some good concrete work was done in each of the towns and all main traveled roads were kept in pretty good condition.

State standards in regard to erection of bridges and construction of culverts closely followed.

GREENE COUNTY

During the early part of the spring at a time when road improvement should have been well under way, the rainy season set in, and with the rapid growth of vegetation it was almost impossible to make much headway in earth road improvement, consequently numerous roads in the various towns did not, and could not receive the attention they should have had. Roads where the soil was of such a nature that they could be repaired in fairly good condition, were about all ruined with motor trucks traveling over them. How to build and maintain earth roads when the law allows trucks

weighing when loaded, six to twelve tons to travel over the roads is a question yet unanswered.

The town macadam roads in the town of Hunter were oiled twice during the past season with very beneficial results.

The town of Catskill has also taken up the oiling of their stone roads and the results have been very satisfactory. With the increased auto travel, many going at a high speed, it is impossible to keep the stone roads intact unless they are kept oiled. Last November, the town of Greenville held a special election and voted to purchase a steam roller, and with the stone crusher they purchased two years ago, have now a complete outfit for the building of improved roads.

During the past year there has been built in this county $13\frac{3}{4}$ miles of town macadam road at a cost of \$1,711. One hundred and fifty-eight concrete and cast iron culverts have been placed at a cost of \$3,363,79. Six new steel bridges with reinforced concrete floors have been constructed at a cost of \$5,407. All the bridges were built under the direct supervision of the town superintendents with the exception of the one built in the Kaaterskill Clove. This was built under the supervision of the engineer in charge of the Kaaterskill Clove road, with the approval of the County Superintendent.

HAMILTON COUNTY

The highway work in the past year has shown a great improvement over previous years in widening and straightening the highway in various places, also cuts and fills.

The bridges in the county are all in good condition, the greater part of them being new and built according to State standard plans and specifications, also the culverts are nearly all of the permanent type and the old ones are being taken out and replaced with cast iron or concrete, as fast as possible, and in a very short time the maintenance for bridges and culverts will be practically nothing, while for the past few years this has been a very large item.

Patrol system adopted only in the town of Lake Pleasant, but recommended in other towns. No better results for amount of money expended can be obtained, if the right man is secured.

NIAGARA COUNTY—TUSCARORA INDIAN RESERVATION WATERBOUND MACADAM
12' METAL 12" ROLLED. COST \$5200 PER MILE.



HERKIMER COUNTY

This county has begun the construction of a system of roads under section 320 of the Highway Law. The type of construction is waterbound macadam ten feet wide and six inches thick, the standard width is twenty-two feet inside of ditches. Culverts are of cast iron pipe up to 18 inches in diameter, with concrete head-walls above this size, concrete is used.

Especial attention is given to drainage using six inch drain tile placed three feet below the ditch line.

Sixty-five miles have been placed under contract and are here reported where good progress has been made, although only a few are completed.

All bridges are designed for a fifteen-ton roller and are first class bridges with concrete floors.

A good amount of permanent work was done in addition to the usual work on the earth roads, 6½ of town macadam being put down, also three miles of gravel.

One hundred and fifty-five permanent culverts were put in and 11 bridges, all in conformity with state standards.

JEFFERSON COUNTY

This being the second year this county has built roads under the County Aid System or 320-a of the Highway Law, 46.35 miles of this kind of road were built, costing an average of about \$2,800 per mile, being 9 inches deep after rolling of stone 10 feet wide which, added to last year's work makes a total of 92.30 miles built in the two years. Of this mileage 48 miles were covered with bituminous material applied cold and covered with a blotting course of coarse sand, gravel or stone screenings, costing about \$300 per mile. Besides the above the town superintendents built 22.40 miles of town stone macadam roads 8 ft. in width 8 inches in depth, costing about \$1,400 per mile; also resurfacing 2.75 miles of old stone road building 11.90 miles of gravel road 8 feet wide and 8 inches in depth. All the above roads being graded and ditched to 24 ft. in width and properly sluiced.

Two hundred and sixty-eight reinforced concrete and 20 heavy solid cast iron pipe sluices were built, all having proper head walls.

Thirty-seven reinforced concrete slab bridges were built, ranging from 6 ft. to 40 ft. spans, by the town superintendents' forces.

Eight miles of town stone roads were surfaced, treated with bituminous materials applied cold and a blotter of sand or gravel used, showing that the town boards are taking hold and furnishing money for maintaining the town roads, and many times the above mileage will be cared for next season.

Seven thousand, three hundred and nine feet of first class guard rail were also built, guarding many dangerous places.

Two large steel span bridges were floored with creosoted block pavements and painted, one being 200, the other 225 foot spans. Two or more spans have been treated with these floors each year in the county, and before long loose plank floors will be a thing of the past on our large bridges. A large number of bad hills have been cut down and the bottom graded, making decided improvements. Road building has a good start in this county, every town of the 22 is doing its utmost, all having steam rollers, stone crushing outfits, and 12 having traction engines, which they are with the state and county aid moneys added to their highway tax, able to keep going the whole season.

LEWIS COUNTY

This county was visited by prolonged and excessive rains during the early part of the season which very much delayed the progress of the preliminary work on the highways. In many instances the money expended for that purpose was practically wasted, but when the weather became settled the town superintendents turned their attention to permanent work, but owing to the lateness of the season, much of this work was left unfinished, however, in most towns the work was very satisfactory.

The 18 towns in this county are well equipped for road building and culvert work there being 18 stone crushers, 12 traction engines, 9 steam rollers, 10 concrete mixers owned by the towns.

Twenty and one-half miles of town stone roads were built at an average cost of \$1,436.22 per mile; these roads being nearly all 24 feet wide between ditch lines. Twenty-four miles of crushed stone resurfacing was done at an average cost of \$543.65 per mile. Three miles of gravel roads built at an average cost of \$600 per mile.

NIAGARA COUNTY — WATERBOUND MACADAM UNDER CONSTRUCTION ON THE
TUSCARORA INDIAN RESERVATION, 12' METAL 10" ROLLED IN TWO COURSES.



Ninety-three reinforced concrete sluices were built at a total cost of \$4,892.88. One hundred and two cast iron sluices placed at a total cost of \$2,558.75.

There are over 600 bridges in the county, and in the past eight years many of these have been rebuilt with steel, carrying concrete floors, or wholly of reinforced concrete throughout, and nearly all the balance have been refloored with concrete or 2x4s treated with creosote, covered with heavy bridge oil and screenings or gravel, making a very satisfactory floor.

There were 25 reinforced concrete bridges built and two steel bridges, one with concrete floor and the other with 2x4s; three old bridges reinforced and concrete floors placed thereon; 16 covered with 2x4s creosoted, covered with oil and gravel or screenings, besides such other repairs as are usually necessary on bridges.

LIVINGSTON COUNTY

This county, having undergone what is termed by some as the worst road year in the history of the present generation, made only a small showing in comparison with former years as regards permanent highway improvement. In most of the towns all the available moneys were used for washout repair and reconstruction from storm damage. Four of the towns bonded themselves, not having sufficient funds to carry on the work, and ten others were obliged to issue certificates of indebtedness or borrow from other sources.

Upwards of eighty bridges in the county were entirely washed away or so badly damaged that traffic over them was temporarily discontinued. Nearly three hundred culverts suffered in like manner. Mile after mile of road had to be closed until the town superintendent and his forces could reach them; and a conservative estimate of the cost of putting everything back in shape runs close to \$100,000.

Today, six months after the disastrous storms of May, considerable work is yet to be accomplished; but the greatest credit must be given the superintendents for their perserverance, workmanship and economy in the face of such discouraging conditions.

New bridge construction is of a high grade, and with the exception of the large river bridge at Portageville, and two others, all of

the forty-four new structures were built by and personally supervised by the town superintendents. Honing and rut-scraping, reduced of necessity to a minimum, was nevertheless effective and accomplished the desired results. June brush cutting was not up to standard, but during September and October nearly all of the roads were well cleaned. The patrol system, again in use in six of the towns, proved itself an economical investment with gratifying results.

A condensed summary of the year's work shows the construction of 69 new concrete culverts at an average cost of \$108.28; 210 cast iron or steel culverts at an average cost of \$33.38; 2.25 miles of crushed stone town macadam at a cost of \$1,050 per mile; 0.5 miles of crushed stone resurfacing on a gravel road with an oil cover, costing \$1,620; 12.10 miles of new gravel road costing \$583 per mile; 3.79 miles of gravel road resurfacing costing \$680 per mile; 1.5 miles of cinder surfacing costing \$610; 38.2 miles of standard turnpiking; 725 miles of regular honing; 3708 lin. ft. of wood guard railing at a cost of about 15 cents per ft.; 120 lin. ft. pipe rail costing \$15.00; 532 lin. ft. underdrain; 775 lin. ft. of stone fill; 44 new bridges; 41 bridges repaired or reconstructed; 15 new 2 in. by 4 in. plank on edge bridge floors and various danger signs.

MADISON COUNTY

During the past seven years there have been constructed in the county 706 concrete culverts and 894 cast iron culverts, making a total of 1600 permanent type culverts during that period.

The county road work under sec. 320-a of the Highway Law has been an important feature of the road work of this county and there has been completed 14.66 miles of these roads during the past year; this together with roads already completed give to the county and towns a total of 38.05 miles of good waterbound macadam which averages a little better than 10 ft. in width and has a depth of metal of 9 in. as completed. Of this road there has been 23.4 miles treated with Tarvia B and stone chips and at the present time all of the road is in first class condition. While the weather conditions during the past year have been first class for the construction work, the question of labor has been a serious one and the cost of construction has been greater than it should

normally be; however, the average cost of construction for the past year has been \$4,273 per mile as against \$4,708 for the preceding year, and the work in most cases shows an improvement over the work of the previous year.

There have been 15 concrete bridges constructed with spans varying from 5 ft. to 36 ft. and most of the work is a very high class of construction.

The town of Cazenovia applied Tarvia to a considerable amount of their town macadam with very pleasing results, the work being done with the use of the county oiling outfit.

MONROE COUNTY

The past year has been a very severe one for the towns of this county; in the first place; the heavy snows of the late winter made a large amount of work in keeping the roads passable; then the floods of the spring destroyed several bridges and many miles of highway, the very rainy spring and early summer prevented the town superintendents from getting at their work at the usual time and together with the scarcity of labor has operated to prevent what would have probably been a record year of road building in this county.

On the whole, considering the adverse conditions, the year has been very satisfactory.

With several new and comparatively inexperienced town superintendents to break in, the towns which were so handicapped have done very good work.

The towns have built 29 miles of macadam road, about 7.5 miles of gravel road. The earth roads have been kept in first class shape. The trees have been trimmed up out of the way and the weeds and brush well cut.

Several of the towns have undertaken the laying of cube pavement, which has been demonstrated effectively in the county and are so well pleased that more will be laid next season; the fact that it does not need a concrete base and does not need experts to lay and at the same time gives a surface which compares favorably with any type of pavement yet devised at considerably less cost than most of them, recommends their use extensively on town highways.

The town highways are well shaped and while narrow in some instances are wide enough for the traffic they are called upon to carry, with these roads, well built, well shaped in the first place, they form an excellent base for the surfacing of brick cubes and this is being realized by the towns particularly in view of the continually increasing cost of maintenance of other types of pavement.

Our older type bridges are gradually being replaced with reinforced concrete bridges and culverts and at the close of the year, we have about 400 concrete bridges and about 1080 concrete sluices, or cast iron with headwalls in the county.

The town of Mendon built a 52 in. span concrete arch bridge in Honeoye Falls costing about \$6,000 and the town of Penfield a three-arch concrete bridge about 50 ft. long at a cost of about \$2,500.

Our faith in the ability of the town superintendents and the supervisors to carry on the business of road building in an efficient and satisfactory manner is stronger than ever.

MONTGOMERY COUNTY

While the past season has been very bad, and the help very scarce, it was uphill business for the town superintendents to get their spring work out of the way as early as they should, but they did very well considering the late spring, and make a good showing in the building of macadam, concrete culverts.

A system of "county roads" was adopted by the board of supervisors and means provided for beginning construction. Good progress was made with the work, approximately $11\frac{1}{2}$ miles being built in each of the towns and a total of 13.8 in the county. This work will be continued in greater amount in 1917 and in the near future this system taken in connection with the "State" and "County" highways, together with such improvements as are made by the towns, will give the county an improved road system covering all important roads.

The culvert and bridge work was fully up to the previous years, 64 of concrete being built and 75 of cast iron places.

Several new bridges were built all of state standard construction and several plank floors replaced with 2 x 4 inches on edge and covered with tar and gravel.

SCHOHARIE COUNTY, TOWN OF SCHOHARIE, TWO SPAN CONCRETE ARCH, 15 FEET EACH.



NAUSSAU COUNTY

The work of honing, scraping and ditching of town highways in Nassau county was started in the early spring, and on account of excessive rains was carried well into the summer, when the roads in general were put into very good condition.

Peekskill gravel has been used to a considerable extent, and has been laid to a depth of six inches on an average, and to a width of 16 feet. The scarcity of labor and high pay demanded has in a way handicapped the town superintendents, and also the timely delivery of materials. Peekskill gravel costing two dollars and ten cents (\$2.10) aboard cars at station.

In the town of North Hempstead, the Plandome Road has been rebuilt for the greater part of its length. This being an old water-bound macadam road, it was found necessary to use a considerable amount of new foundation course on which has been built a three-inch mixed bituminous macadam, which up to the present time had some very heavy traffic, and is ironing out smoother every day. The matter of heavy traffic should, I believe, receive very serious consideration on the part of the highway department and the Legislature. (Accompanying this report you will find a supplemental report showing traffic on some of our county roads.) While a large percentage of this traffic is pleasure vehicles, a goodly amount is by heavy trucks, many of which have steel trailers and weigh from five to fifteen and perhaps more tons. The bulk of this traffic is over county roads, and finally spreads out over cross roads to its destination, or goes on through to Suffolk county. In the event of diverting traffic from these roads for repairs it generally goes over some of our town highways, which if not a permanently improved type are subjected to rather rough usage.

NIAGARA COUNTY

The work of the town superintendent in improving and maintaining the town highways was of a most satisfactory character.

During the year 19 miles of macadam, and 6.25 miles of gravel roads were built; the macadam costing from \$1,400 to 3,300 per mile and the gravel from \$525 to \$800 per mile.

Thirty-five concrete culverts were built at a cost of \$2,400 and eighty cast iron culverts at a cost of \$2,600.

Twenty-two concrete bridges, in all but one instance were built by the town superintendents.

More attention than ever before has been given to the straightening and widening of highways and the reduction of grades.

The following pieces of work are deserving of special mention:

In the town of Lewiston, by a change of location and the construction of about eight hundred feet of new road through a dense forest, the 15 per cent grade on the Dickersonville hill was reduced to a 5 per cent.

In the town of Newfane, the cutting down of Daley's hill, the straightening and widening of the roadbed and the building of a 22 foot span concrete bridge over Hopkins Creek have changed a dangerous condition into a model highway.

In the same town the building of 110 foot span concrete arch bridge over the Eighteen Mile creek on the Ide road, the reduction of grade and the widening of the roadbed forms one of the most important pieces of highway improvement ever undertaken in the county; this work is still in progress, and will, when completed, cost about \$20,000.

The town of Niagara has the distinction of being the only town in the county that found it unnecessary to build a culvert during the year

The town of Pendleton secured a steam roller, and now each of the twelve towns of this county has this well-nigh indispensable aid to highway improvement.

The town of Wheatfield has purchased an additional half acre of quarry land, and is now in possession of sufficient stone to improve all the roads of the town.

The value of road-oil in the maintenance of stone roads is being generally recognized, and during the past year the towns of Cambria, Lewiston, Royalton, Somerset and Wheatfield oiled a considerable mileage of roads with most gratifying results.

ONEIDA COUNTY

The most wet and backward spring of a generation, following a winter in which the frost penetrated the soil to an unusual depth, naturally continued and increased this condition. Before the weather had become normal again, vegetation had grown so rank

that grading or turnpiking had in general become impracticable. Inevitably, there has been no general improvement of earth roads in the county but a greatly increased expenditure for primary work to keep them passable.

It is financially impossible to improve all the roads of the county at even so moderate a cost as two or three thousand dollars per mile, but if twenty per cent were improved and judiciously located with the view of leading somewhere and connecting up places and improved State and county highways an enormous concentration of traffic on roads capable of bearing it would be secured, especially in bad weather and bad seasons of the year, thus letting up on the dirt roads at precisely the time when they are least able to sustain traffic.

A very large number of permanent sluices have been constructed during the year and some excellent concrete bridge work done.

Where planking on bridges has required renewal it has become customary to replace it with solid floors of treated 2 x 4 inch lumber, which construction is giving general satisfaction as semi-permanent and of great advantage to the structure in reducing vibration.

ONONDAGA COUNTY

The general plan of improving town roads through the use of gravel or crushed stone surfacing is being handled in a manner that will bring about a more connective system of improved roads. Nearly 100 miles of stone surfacing has been laid down in the towns within a few years and also 75 miles of gravel surfacing. This amount of mileage when connected with other improved roads tends to develop a subsidiary class of roads which will constitute a part of an official system. The desire of town officials to lay down this work in greater extent at a time in a place with larger appropriations is bringing about greater benefits in sections of towns not heretofore developed by improvement of any kind. The 175 miles of town roads heretofore mentioned added to the 200 odd miles of State and county highways and the 130 miles of county road makes up a complement of improved roads in Onondaga county of better than 500 miles or 30 per cent of the total mileage of the county.

Another matter worthy of mention in connection with town highway affairs, is the disposition of the town management to build up to date bridges on lines of road that are to be improved through State or county assistance. Concrete bridges have been installed to meet these requirements and the county highway system has been greatly strengthened through this line of effort. Several concrete arch bridges have recently been constructed of about sixty feet span to meet these conditions. Sluices are also constructed with a view to future improvement. The alignment is accurately established and grade is given in order that the sluice structure maybe constructed to conform to future requirements.

The policy of the previous years has been continued in connection with the town highway work, all phases of which have been handled by town superintendents in a fairly satisfactory manner. High class work of all kinds is specified by the county highway department and information set up in reports is based upon actual measurements and the character of the work cited should in all respects be regarded as accurately described. For a number of years town work has been closely supervised by a representative of the county highway department. Great pains has been taken to lay out the work and written directions have been issued concerning the construction of culverts, bridges and the improvement of sections of town highways through the placing of stone and gravel surfacing. Town men have shown a willingness to work in harmony with this policy and as the newly elected men became acquainted with this practice, the general desire of bringing all work to a common plan, was accomplished with good understanding among all interested officials. In many of the towns, the requirement of the county superintendent regarding the building of thoroughly suitable and up to date bridges and sluices has resulted in a complete rebuilding of such structures so that now in several towns all of the bridges are of up-to-date construction and nearly all of the sluices. This outcome illustrates the possibility of accomplishing a complete overhauling of all the defective bridges in any town within a reasonable period provided town management will adopt a consistent business like plan of improvement and operations.

ONTARIO COUNTY

The work on highways in the year 1916 was commenced with the expectation of making great progress in road building. The primary work was commenced early, so as to begin the permanent work in season, to devote the greater part of the year to this class of road construction. But on May 16th, the county experienced one of the worst rainfalls and floods that was ever seen in this section. A large mileage of hard surface and earth roads, as well as culverts and several large bridges, were completely destroyed. On account of this fact, it was necessary to cancel a large part of the special work as mentioned in the agreement, and the forces were used to repair the above mentioned damages. The damages in some towns were repaired by midsummer. In other towns, the agreement was abandoned and the whole season was devoted to this kind of work.

The work of this year consists of 6.05 miles of crushed stone macadam and 9.55 miles of gravel macadam with field stonebase, making 16.6 miles of hard surface road, which added to the town highway system, makes 383 miles of hard surface roads in the county, besides 6.3 miles of crushed stone macadam roads have been resurfaced with imported limestone this year; one hundred sluices under five feet, costing \$8,688; one hundred twenty-six iron pipes with concrete headwalls, costing \$4,333; forty-two bridges costing \$17,420.

These bridges are all of permanent type, built with concrete side and wing walls, concrete or creosote 2x4 floors, concrete and pipe parapet.

During the inspection trip with the district supervisor in October, we found several additional bridges which would have to be built next year.

The roads have been cleaned up and are in good condition.

ORANGE COUNTY

Highway conditions in this county are generally satisfactory. The work of the year has fully equalled that of previous years both in amount and quality, among the noteworthy examples of which may be mentioned the following:

On State route No. 3 below Highland Falls new reinforced concrete slab bridge 16 feet x 22 feet was built.

On State route No. 4 near Central Valley new reinforced concrete slab bridge 22 feet x 30 feet was built.

On same road near Julian's hotel present stone arch bridge was widened and new pipe railings erected.

On county highway No. 95 near Denton, the roadway has been widened necessitating the lengthening of two bridges and new steel work for strengthening of a 24 feet span.

On county highway No. 499, Middletown-Montgomery road, the town of Wallkill built a reinforced concrete arch bridge 84 feet over all.

On county highway No. 449 at Lincolndale new bridge 63 feet long is nearing completion and will be opened in about two weeks.

In town of Montgomery on road No. 499 new permanent creosoted block floor has been laid on Bodine's bridge.

On county highway No. 161 abutment to bridge and new retaining wall have been built.

Sometime has been devoted accompanying Good Roads Committee in securing rights of way on roads Nos. 448, 449, 499.

In addition to above work in the town of Bloominggrove the town superintendent is constructing a 6 foot x 10 foot reinforced concrete slab for widening an existing bridge on county highway No. 449 near Washingtonville. In the town of Cornwall foundations are ready for steel in adding a concrete sidewalk 6 feet x 106 feet to present stone arch bridge. Made survey, profile, etc., for work now in progress in reducing grade from 18 per cent to 9 per cent in town of Minisink near Standard Oil pumping plant. In town of Monroe work is in progress building a change of highway 4,000 feet long near M. C. Migel's farm, he having donated \$1500 for the purpose. In town of Newburgh near Balmville bad turn has been widened. In town of Wallkill a material betterment in grade has been made near Orange county fair ground, private parties contributing \$400 toward improvement. In town of Hamptonburgh new 41 foot span was completed.

ORLEANS COUNTY

With the exception of two towns, work has progressed very satisfactorily under the town bureau, while the heavy rains of early summer made a great amount of extra work, the town superintendents have handled the situation in good shape.

GRAVEL ROAD FROM QUAKER BRIDGE TO ROBINSON RUN. ALLEGANY INDIAN RESERVATION, CATTARAUGUS COUNTY.

A brief summary of the important work done in the county shows that about 26 miles of crushed stone surfacing was done at an average cost of \$1,366.67 per mile; three and nine-tenths miles of gravel surfacing at an average cost per mile of \$621; some slag has been used in two of our towns with very satisfactory results. This material is only used where it is necessary to import stone on account of local material being a poor quality of sandstone.

The nine towns (Barre excepted) have during the past year constructed the following culverts: 61 concrete, 26 cast iron pipe, and 24 tile encased in concrete, making a total of 111 culverts.

The primary work has cost somewhat higher than former years on account of heavy washouts in some towns, however, these instances are not frequent.

Thirteen concrete bridges have been constructed in the county the past season, the largest being an arch at Jeddo on the Ridge, on State Route No. 30, extending from Niagara Falls to Plattsburgh, this arch has a six-foot vertical side wall on which is an arch with a 15-ft. radius, the structure is 30 feet long and has a clear roadway of 27 feet. On account of the conditions of the wreck of the old bridge and the poor surface foundation it was expensive work getting started, but a very complete and satisfactory job was accomplished at a cost of \$6,381.18. This work was handled by the town superintendent, it being decided that much cheaper than to contract it.

Eight of the ten towns drew the limit of State aid the past year. The town of Murray tried the first 2x4's creosoted bridge floor in the county, and it looks good; expect more of this work next season.

OSWEGO COUNTY

Out of a total of 1,714 miles of road in this county, 1,059 miles have been improved to some degree of permanency, since the inauguration of the present system of maintaining highways. The degree of improvement is divided as follows:

State and county highways, 154 miles.

Town waterbound macadam, 215 miles.

Surfaced with gravel, 348 miles.

Three hundred and forty-two miles not included in the above have been shaped and crowned to a standard width of 22 ft. to 30 ft., as occasion and conditions required.

One hundred and seventy-six permanent, standard bridges, varying in length from 5 ft. to 600 ft. and 1,485 permanent, concrete and cast iron culverts have been constructed. All bridges having a span of less than 170 ft. have been constructed under the supervision of the town superintendent, with town forces; larger bridges have been constructed under contract.

A summary of the work performed during the season of 1916 shows that 30.9 miles of town waterbound macadam have been constructed; 166 miles have been surfaced with gravel; 146 concrete and cast iron culverts have been constructed, and 20 concrete bridges having a span of 5 ft. to 40 ft. In addition to the above several light structural iron bridges have been strengthened by the laying of 2"x4" top, with an application of bituminous wearing surface.

The almost unlimited supply of field and quarry stone, of good quality for road building, distributed evenly over the county, makes it convenient and advisable for each town to own complete crusher plant. At the present time, out of a total of 22 towns, 15 now own and operate such plants. Three additional towns have made proper arrangements and will be fully equipped with crushing plants for the 1917 work.

The opening of the season of 1916 found the town roads in very bad condition, especially those not surfaced with stone or gravel. These conditions were caused by the continuous rains during the last half of the season of 1915 and the unfavorable winter. Dirt roads showed many holes of depressions and small washouts and were badly rutted because of heavy loads having been drawn over them while they were in soft, spongy condition.

The work of repairing primary work during the spring and early summer, was greatly hampered and very expensive, because of the continuous rains.

Thanks to previous experience, town forces were well organized and ready for the work as designated by the agreement between the town board and the town superintendent and while there are several special improvements not entirely completed at

the close of the season, yet we consider this season's work the most successful since the adoption of the present system.

OTSEGO COUNTY

Notwithstanding the unfavorable weather conditions during the early summer months the roads throughout the county have been kept in very fair shape by the use of light road machines, hones, etc.

There have been many serious washouts on some roads and in the towns where this occurred, a considerable sum of money which was intended to be used for permanent improvements was necessarily used to repair and rebuild such roads. Many of the towns in this county have purchased concrete mixers and the same have been extensively used in the construction of concrete culverts, bridges, etc., and during the next season more concrete culverts and bridges will be built than has been in the past few years.

A fair amount of work of a permanent character has been done by the following towns:

Edmeston.—One mile of concrete road, 14 to 20 feet in width, five inches thick at shoulders and seven inches at center. Local sand and gravel was used; cost of same, \$4,500.

Plainfield.—One mile of crushed stone, ten inches in thickness and eight feet in width, at a cost of \$1,300.

Springfield.—About two miles of crushed stone of twelve inches in thickness and ten feet wide at a cost of about \$2,000 per mile.

Cherry Valley.—About one and one-half miles, six to eight inches sub-base, four-inch top, fourteen feet in width. This work is not entirely completed and figures of cost are not available.

Richfield.—One and one-half miles of crushed stone and gravel, fourteen feet in width and from ten inches to twelve inches in thickness. Several of the other towns have built short stretches, generally using field stone and gravel for the purpose of eliminating bad places in roads.

PUTNAM COUNTY

Putnam is one of the smallest counties in the State, comprising six townships, with about 500 miles of earth highways. The major portion of the roads are narrow and hilly, and stone abounds

in general quantity. The total mileage of improved highways for the county under State aid will aggregate sixty-six, when all the money available therefor is expended, completing only the main thoroughfares running north and south. Therefore, the problem confronting the local officials is how best to proceed to permanently improve the important roads leading to State highways. The recommended solution is to provide the town superintendents with full machinery equipment, and in the future make permanent roads the rule rather than the exception. During the past year special attention has been given to the elimination of sharp curves, widening and sub-basing with field stone portions of the various highways known to be very muddy in fall and springtime. Philipstown has added one-half mile to its town macadam, and Southeast with its small stone crushing plant has built one mile of permanent road. Two concrete bridges have been built during the year, and there are three others under construction which are nearly completed. Generally speaking, the town roads throughout the county are in reasonably good condition.

RENSSELAER COUNTY

In all of the towns in this county more gravelling has been done this year than before. The road machines have been used less, and the money has been put in gravel. In some places there have been stretches of road built by filling in with stone walls to a depth of from one to three feet and covering with either gravel or broken stone. We have also laid drain tile under the surface of the roads for drainage.

In the town of Berlin there were six concrete bridges built, four of nine foot span and two of thirteen foot span, and from fourteen to twenty-four feet wide, that cost the town only \$1,095.11. This work was done by the town superintendent and his force. He had a concrete mixer and used it. This same town superintendent donated his services to the town. He is planning to get the roads in such shape and condition that the town will not have to throw away a certain amount of money every year, the way they all have to if their work is not of a permanent nature.

The earth roads of the county are getting better every year, and most of them, during the summer, are easier to drive on than our improved highways.

ROCKLAND COUNTY

The system of town highways in Rockland county has grown to such proportions that more interest is now being taken by the public in the building of town roads, than in the construction of either county roads or State highways. During the year 1916 about 12 miles of waterbound macadam were built by the two towns owning their own stone crushers. All of the roads, now being built in the county have a uniform width of 21 feet with from 12 feet to 14 feet of metal averaging 8 to 10 inches in depth. These roads are being built in three courses, each course thoroughly rolled with a ten-ton roller binder of sand and water. The average cost of these roads per mile is \$3,000.

Much more attention has been paid during the past year to "resurfacing with oil" than in any previous year, Rockland having resurfaced 62 miles with oil of town and county roads. Considerable experimenting was done using different grades of oil and different materials for blotters. Trap rock screenings and lime stone screenings were used, both washed and with the dust; also several miles using bank gravel and several using clean coarse sand. There was also put down about 12 miles using tarvia. In previous years it has been the custom to oil about 8 miles with the 40 per cent. oil; this was found to be merely a dust layer and formed no wearing surface, so this year nothing lighter than a 50 per cent. oil was used. It was found that the heavier the oil used the more attention the road required.

In one of our towns 35 miles of town and county roads were resurfaced and they are to-day as hard and as smooth as a table top. We found it necessary every week to have the town patrolman go over each mile and patch with tarvia KP where slightest wear was visible.

Much attention has been paid also during the past year, to concrete and iron culverts, 47 of which were built during the year 1916. Although this is a decided decrease to the number of culverts built in previous years, plank bridges and culverts are getting to be a thing of the past in Rockland county, and it will only be a year or two before all of the culverts will be permanent.

The county superintendent's office has been at all times, during the past season, in touch with the town superintendents; grade stakes have been set wherever macadam roads were being built.

Grades on the heavier hills were reduced; rock cuts widened out; and fills made. More attention was paid to this kind of improvement in Stony Point than in any other town of the county, as there have been in this town, for many years, dangerous places where roads ran through rock-cuts on a curve which have been previously avoided on account of expense. Many of these places have been improved during the past season and satisfactory progress in the town has been made, although very little mileage of macadam has been built.

ST. LAWRENCE COUNTY

Following the plan of previous years, the sections of stone road built during the year were so located as to form connecting links between roads already improved in their own or adjoining towns or extensions of improvements already made.

The various towns of the county during the season built 63.22 miles of crushed stone road, and there had been previously reported 630.31 miles, making a total to date of 693.53 miles. There is a large percentage of this mileage in poor condition, however, and will have to be repaired shortly. There was built during the past season concrete culverts to the number of 201, previously reported 1741, making a total of 1942.

Thirty-three bridges were built, among the larger ones were,—Heuvelton concrete bridge which is under construction, Raymondville steel and concrete bridge, DeKalb steel and concrete bridge. A large number of bridges were refloored with 2x4's and covered with tar and stone.

Prison labor was utilized in improving a very bad section of road lying between Sevey and Cranberry Lake. The town of Colton in which the road lies contributed \$500 and by private subscription \$100 was raised to pay the outside expenses necessary to keep the prisoners on the work; the amount available from the prison fund for this purpose not being sufficient. This road is the only route from Tupper Lake across the southern end of the county and was practically impassable for motors except in midsummer. By means of the prison labor three miles were put in first class shape, and graveled ditches were dug, culverts were put in and guard rail erected on other portions of the road so that a similar amount of

WYOMING COUNTY, TOWN OF WARSAW. FIELD STONE BASE 10' WIDE, 9" DEEP ROLLED. SURFACE, BUFFALO SLAG 6" ROLLED.

labor next year will put the woods section of the road in excellent condition.

SARATOGA COUNTY

Corinth.—A certain mountain road in this town had approximately expended \$800 in widening, blasting ditch lines in ledge rock, the removal of many breaks and the placing of cast iron culverts.

Day.—This town has a very small highway fund aggregating with State aid about \$1,100. It is a mountain town and general repairs were all that could be done.

Edinburgh.—Same conditions as those in Day.

Galway.—In this town a gravel road about four miles long is being constructed under Section 320-a. In this town there has also been done a large amount of resurfacing, with gravel.

Greenfield.—In this town 4 8-10 miles of water bound macadam is being constructed under section 320-a.

Hadley.—In this town $6\frac{1}{4}$ miles of water bound macadam is being constructed under section 320-a.

Halfmoon.—Quite an extensive concrete retaining wall has been built in 1916.

Milton.—This town is building $1\frac{1}{2}$ miles of improved gravel road under section 320-a.

Northumberland.—This town has no gravel, the only surfacing material being shale.

Saratoga Springs.—About 40,000 gallons of oil used on the gravel roads of this town in 1916.

Stillwater.—A 2.4 floor placed on the bridge crossing the Hudson river at this point during the summer. The stringers which are of wood, are creosoted southern pine.

Waterford.—Five miles of road in this town resurfaced with gravel, twelve feet wide, eight inches thick.

Wilton.—Culverts are old hot water boilers riveted together. The four miles noted as new town macadam was the material removed from county highway No. 441 when it was recapped in the spring of 1916. Approximately six miles have been surfaced with cinders.

SCHENECTADY COUNTY

Road conditions in the county generally are satisfactory. In the town of Niskayuna the roads are nearly all in a satisfactory condition, with an average sum of over \$200 per mile available for town road purposes; the town has surfaced nearly all of its roads not otherwise improved, with sand-clay-cinder surfacing. It is expected that during the coming year every mile of road in this town will be improved. During the year 10 concrete culverts were constructed at a total cost of \$131.

Glenville.—Road work in this town has not been entirely satisfactory. The $9\frac{1}{2}$ miles of oil-gravel roads in the town were fairly well cared for, but the earth roads generally are badly rutted and show a lack of attention. 36 concrete tile culverts were placed at a total cost of \$334 and several bridges were refloored with 2x4 lumber with asphalt surfacing.

Rotterdam.—Has about \$140 per mile available for road work. The roads have been for the most part well kept, and culverts in good condition. During the year the town has undertaken to construct a stone road on the Hotaling hill, Curry road, the grade and culverts are completed but only 700 ft. of the road surfacing is in place, the county has appropriated \$2,000 from automobile receipts to apply on this work. 900 ft. of gravel macadam has been completed on the Schermerhorn road and 27 concrete culverts were constructed at a cost of \$611.45.

Princetown, having available only about \$50.00 per mile for road work has maintained the best earth roads in the county. There are a few miles of road in the northern end of the town that need attention, but the town superintendent has replaced all the four culverts this year and is in position to grade these roads properly next year. 26 concrete culverts were placed at a total cost of \$373.

Duanesburg, with \$65 available for town road maintenance and construction has its large mileage in fair condition, and has also constructed one mile of macadam road on the Alexander hill and the Owens road at a cost of about \$1,500. The town has built two concrete bridges during the year at a cost of about \$300 each. The town has also constructed four large concrete culverts and forty smaller ones.

SCHOHARIE COUNTY

During the early part of the past season highway work was considerably delayed by heavy rains coming so close together as to completely stop work for many days, this, in connection with the sudden change to extremely dry weather, causing a hardened condition of the ground, tended to reduce the time for the use of the road machine to the minimum and many miles of earth road which would have been improved in the various towns have been left uncrowned and will have to go over to another season.

The labor problem the past year has also caused town officials much worry, some towns not being able to get sufficient help to use the available funds, this scarcity of labor has also tended to affect the wages, thereby diminishing the results which we were able to obtain in previous years with the same amount of money.

Notwithstanding these disadvantages, road conditions in the county show a decided improvement. About eleven miles of town macadam road has been constructed at an average cost of about \$1,600.00 per mile, average width of metal about 12 feet and depth about 8 inches, widened, straightened and drained, in addition to this about five miles of old macadam has been resurfaced, where towns are equipped with a roller an eight inch sub-base, rolled and filled and covered with a three or four inch top of crushed stone, has been the type of new construction referred to above.

Between five and six thousand dollars has been expended in the construction of concrete culverts and placing of solid cast pipe.

While the amount expended for bridges has not been as much as in previous years, the character of the work, especially on new bridges, remains good.

In addition to the above many creditable pieces of work has been done in the various towns such as underdraining, widening and eliminating dangerous curves, filling and draining low, wet places and reducing heavy grades.

A fall inspection of the county showed a very good class of permanent work with the earth roads generally free from loose stone and showing improvement over last year.

SCHUYLER COUNTY

During the past year the general road work has been about the same as in the past few years. All of the main roads that are not

improved by the state or the state and county, are in good condition, properly shaped and crowned and drained.

The excessive rains during the spring and early summer months, kept the dirt roads in a bad condition which required a great amount of honing. Of the 761 miles of road in the county there was about 400 miles regularly and frequently honed; this cost a considerable amount of money, but it was well spent.

The town of Dix, this season, has built 1 and $\frac{1}{4}$ miles of road with a 6 in. local stone sub-base 10 ft. wide, stone thoroughly rolled in place with a 3 in. top of No. 2 & 3 stone from the crusher, this top extending to zero 7 ft. from the center line on each side, and puddled with the screenings, width of the road 26 ft. ditch line to ditch line. This makes three miles the town has built on one road, a very bad clay hill.

The town of Tyrone has built several pieces of the same class of road, excepting the sub-base was 8 inch thick and covered with gravel, this makes a fine road bed and the maintenance cost will be very small. These pieces cost around \$1,800 per mile.

The town of Catharine built 51 rods, stone sub-base with gravel top, material cost nothing and was near the job, this cost about \$300.

140 concrete culverts has been placed in the county, eight of these were built over collapsible forms, the balance was round pipe. Two towns build their own pipe at a great saving in cost.

Some of the towns are using the patrol system and find it very satisfactory.

One of the greatest obstacles we have to deal with is the cutting and removal of weeds and brush; with all the law we have upon the subject it will never be properly done until it is made a town charge.

There has been expended, during the fiscal year, in the several towns in the county, for all classes of highway work the sum of \$47,402.33.

SENECA COUNTY

The season for highway work in the spring was very unfavorable on account of excessive rains which delayed the finishing of some of our turnpiking. Traction power has been wholly depended upon for turnpiking and with increasing experience

acquired by the workers. There is a great improvement shown in the work. We have worked a good many of the roads from the ditches to the road, thereby adding to the drainage and appearance. In some of the northern towns a large percentage of the highway money has been expended for gravel, crushed stone and cinder surfacings. In the town of Waterloo shop dust or sweepings have been used and are found to work very good on their sand roads. For the construction of bridges and culverts concrete has been used. Except for culverts of small dimensions cast iron has generally been substituted. The use of concrete mixers and collapsible steel culvert forms has greatly aided in the work. In all concrete work state standards have been used and the work performed under the supervision of the town superintendents.

Systematic honing of earth roads has been followed with but few exceptions caused by the necessary dependence on farm teams, their services being required on the farm when the roads were in the best condition for honing, but in spite of a very rainy season, our roads have been in a very smooth condition throughout the year. The patrol system is not in practice on town highways.

There are many light steel frame bridges with plank floors, five of these floors have been replaced by 2 x 4 lumber of different kinds coated with hot asphalt, set on edge and spiked together and gravel or limestone screenings used for a wearing surface.

Special efforts have been made towards the removal of weeds and brush and also the removal of loose stone from the highway and approaches to bridges and culverts have been kept up to grade throughout the year.

STEUBEN COUNTY

The heavy floods of last spring and summer completely changed the order of highway work for the season in this section. Restoring roadways and replacing bridges has occupied most of the available forces. Several towns have raised large amounts for extraordinary repair funds for the purpose of repair work. In a few towns such a large amount of bridge work was done that there is quite an amount of balance left in the highway fund.

Culvert work shows fair progress as there are now 28 towns making good substantial reinforced concrete pipe in sizes from 12 to 36 inches and there have been placed of these, 1,237 culverts, together with 54 of iron in the county during the year.

The season's permanent improvements are stone roads, with county aid in the towns of Avoca, Cameron, Campbell, Fremont, Caton, Greenwood, Rathbone, Wayland, Wayne and West Union. Owing to late start and scarcity of laborers, none of these are completed, so that mileages and cost cannot be given.

Nearly all new bridges are of reinforced concrete and construction, work done by town forces.

There was expended during the year for highway work in this county in all funds \$257,326.43 and with balances and appropriations there will be a good fund for next year's work.

Although the season has been a discouraging one and it will take another year to restore the highways of several towns, it has emphasized the need of better ditches, more and larger culverts and more substantial bridge foundations.

SUFFOLK COUNTY

Natural conditions in the county differ radically from those of any other county in the state, with but a small amount of local material which can be utilized in road improvement. Oiling both sand and gravel roads has been practiced to the greatest extent in this county of any in the state, and excellent results by means of this treatment are shown.

The oiled gravel and dirt roads in the county have been kept in excellent shape this year, several of the towns using a modified patrol system whereby the roads were kept in constant repair and very satisfactory results obtained.

East Hampton has constructed a 16 foot wide 8 inches to 12 inches thick cinder roadway along Napague Beach from Devon toward Montauk, a distance of four miles at an average cost of \$1,500 per mile exclusive of cost of cinders, and work is under way on the balance of the roadway about one mile longer to be completed by December 1, 1916.

This is a greatly needed improvement, as the former trail, as it was, was through heavy sand which at times was impossible and vehicles were forced to resort to such stretches of brush as might be out of water.

Particularly fine work has been done in the construction of concrete roads in five towns, over eleven miles being built during the

year, all high grade work. An especially noticeable feature is the evenness and smoothness of the surface at the expansion joints.

Several difficult intersections are also worthy of special mention, some hard problems in this line being worked out by the town superintendents in a way which entitles them to a great deal of credit.

SULLIVAN COUNTY

The road work for 1916 in Sullivan county was begun with an almost an entire new force of town superintendents in charge, and hardly one of these gentlemen had any previous experience in road building of any kind.

Notwithstanding this fact there were twenty-seven miles of hard surfaced roads built during the year, and the construction was very satisfactory. In fact every year shows marked improvement in the building of macadam roads in this county. Much resurfacing of macadam roads was done this year.

The dirt roads received the same attention as usual, but the wet season and increased automobile and auto-truck travel are making it next to impossible to keep dirt roads that are main thoroughfares in anything like first-class condition. But as every succeeding year sees stretches of macadam taking the place of these dirt roads it is only a matter of a few years when all villages in this county will be connected with hard surfaced roads.

The town of Forestburg constructed two miles of macadam (a connecting link) under an appropriation of \$6,000 which was voted by the people at a special election last year.

The building of sluices in the several towns was carried on with the same vigor as in previous years.

A few permanent bridges were built.

As a whole, the results of this year's road work in the county are very satisfactory.

TIOGA COUNTY

General highway conditions in this county continue quite good. The soil, mostly clay and gravel, is very good for road building purposes. There are in the county 1,065 miles of road; of these 64.15 are improved highways built by the State, the remainder are, for the most part, dirt roads. No roads have been constructed

under sections 320 and 320-a, and only a few short pieces, here and there, of town macadam or gravel roads have as yet been built. However, the towns are doing more of this work each year. The towns are well provided with machinery, all but one having steam rollers.

There have been constructed during the year 350 permanent culverts, at a total cost of \$5,581. These are mostly concrete tile, only a small amount of cast iron pipe having been used. Some of the towns have been quite backward in the matter of sluices; however, three of the backward ones have this year bought forms for making concrete tile and in the future will do whatever of this work may become necessary.

In spite of the difficulty of obtaining steel and reinforcing material a fair amount of bridge work has been done; 25 bridges have been rebuilt this year. They are all spans under thirty feet and were constructed of steel and concrete. The work, with two exceptions, was under the supervision of the highway superintendent and done in a substantial and workmanlike manner. In addition to this, nine bridges have been refloored with 2 x 4's. The first floor of this kind was put on three years ago and so far has given good satisfaction.

TOMPKINS COUNTY

This county has done well this year, the late fall making up for the wet backward spring.

537 miles of stone road were built, ranging in length from 150 feet to one mile, and from filled subbase to complete water-bound macadam, entailing an expense of \$11,706.81.

Also 1.95 miles gravel road shouldered and well rolled in place.

33 culverts were built in the worst places and largest size permissible. 182 cement tile sluices (our own make) and reinforced sizes 12 inches — 15 inches — 18 inches.

Built 22 bridges, 20 of which were built entirely by the town superintendents, of concrete. One plate girder and one truss with concrete floors and wheel guard.

\$34,434.11 of the total amount, \$70,702.95, used in highway and bridge was spent in permanent work.

SUFFOLK COUNTY, TOWN OF ISLIP. CONSTRUCTING CONCRETE ROAD UNDER DIRECTION OF TOWN SUPERINTENDENT.

ULSTER COUNTY

General highway conditions in this county are satisfactory, more particularly so in view of the extraordinary climatic conditions, also difficulty in securing efficient labor.

The town of Hardenburgh has started improving its main highway with the assistance of funds contributed by local residents, such residents having incorporated for the purpose of carrying out the work under the direction of the town authorities.

The town of Saugerties is now constructing a concrete-steel bridge, cost about \$8,000.

The town of Wawarsing has constructed this year four miles of a ten-mile stretch of town macadam, provisions for which were made by bond issue of \$20,000. This town has also completed the construction of a new steel bridge, costing about \$12,000. Plans are also under way in this town for the construction of a new steel bridge, span 118 feet at Honk Hill — cost in the neighborhood of \$10,000.

The town of Shawangunk has completed a series of reinforced concrete arches to replace old wooden covered bridges — cost \$30,000.

The town of Ulster. Plans are being prepared to replace the present structure, between this town and the city of Kingston, cost in the neighborhood of \$8,000.

The portion of the highway constructed by the City of New York around the Ashokan Reservoir, in the town of Olive, Marbletown, Hurley, Kingston and Woodstock, has been completed during the current year.

Several towns have continued their operation of constructing town macadam highways with town machinery. Culverts and bridges constructed in this county are being designed with a view of future traffic (fifteen tons) and along architectural lines to meet local conditions.

There is a very evident desire on the part of the several town superintendents to comply with the provisions of the Highway Law and rules and regulations of the Highway Commission, and to bring about conditions which are not only complimentary to themselves but to the general scheme of highway administration as well.

WARREN COUNTY

The highway work in Warren county for the past year has been one of steady progress, while still hampered by the lack of machinery, such as crushers, rollers, etc. Much attention is devoted to the building of permanent culverts and sluices, and rebuilding bridges to carry the increasing burden of modern traffic.

During the past year there was built 101 concrete culverts at an average cost of \$28.24, and 109 steel or iron culverts at an average cost of \$21.70, making a total of 210 permanent culverts under 5 foot span. Of the eleven towns of this county, the poorest town, Thurman, built 58; Johnsburg 36 and Stony Creek 28.

There has been built seven bridges between 5 foot and 20 foot span, and one between 20 foot and 10 foot span. All new bridges have concrete floors, and a safe carrying capacity of 15 tons.

The town of Queensbury has built 2.81 miles of town macadam at an average cost of \$1,203 making a total mileage of 15.21 miles. Also they have built 2.69 miles of gravel road at an average cost of \$584 per mile.

Uniform pay days have been established, and have had the effect of reducing the amount of the snow bills in many of the towns of the county.

Convict labor has been used with success in building about three miles of highway in the town of Thurman, and it is hoped to do more of this work the coming year.

If all the towns of each county were required to make up a list of supplies such as culvert pipe, plows, hones, road machines, I-beams, etc., which would be needed for the coming road year, the above list to be made at the same time the town superintendent's estimate was acted upon by the town boards, and bought of the lowest bidder, and then distributed among the several towns of the county, better results could be obtained and a considerable saving made, and a better grade of materials, and a uniform price to all towns, and an average of buying in large quantities; conditions under the present system of each town for itself cannot obtain.

WASHINGTON COUNTY

A very interesting feature of this year's work has been the improvement on the Comstock-Greenville road made by utilizing prison labor.

This work was late in starting, about the middle of August and ended November 15, an average of 30 men and five teams being employed.

The section improved was probably the most expensive to improve of any on the road, a large amount of grading being necessary which was of a difficult character and made slow work. A sub-base of field stone filled with gravel and thoroughly rolled was laid on this, a two inch levelling course was spread on this and rolled, then a 3 inch course of No. 3 stone filled with screening and thoroughly puddled was then laid and a light wearing course of No. 1 and No. 2 placed over the top.

In spite of various mistakes and delays a good showing was made and the fact thoroughly demonstrated that it is possible by this plan to get an excellent road for little money.

Plans are now being made to enlarge on this work next year and a rock gang is now working preparing stock so that the delay in getting stone which was a considerable hindrance to the work last year may not occur next.

The general condition of the earth roads is satisfactory and fair progress is made in the matter of crushed stone or gravel surfaced roads. The board of supervisors is considering a system of "county roads" and work on this will probably begin next season.

A large amount of bridge work of excellent quality has been done, Green-Easton, Fort Edward and Jackson taking the lead in this with an expenditure of about \$75,000 for new construction. The largest bridge built by a town superintendent was the Riverside bridge in the town of Greenwich. The foundation work was very difficult as it was necessary to carry the excavation to rock. The skill shown in carrying out all parts of the plan reflects much credit on the town superintendent.

The towns generally are keeping up the good work in small bridge building and all new work is up to standard.

WAYNE COUNTY

Owing to the unusually heavy rain in the spring and early summer there was very little permanent work commenced before the first of July, and some of the town superintendents were bothered in getting help, but most of the permanent work laid out in the agreements was carried out and in some towns more was done. All the towns raised a tax in Item K, that secured the full amount of State aid to the county, and they have levied a tax again this fall that will secure the full amount of State aid for 1917. About half of the towns have raised more money in Item L than was necessary to secure the State aid, the amount varying from \$50 to \$6,000.

There was built in 1916, 21 miles of township macadam at an average cost of \$1,786.93 per mile, making a total of 175 miles. Resurfaced 11 miles with crushed stone at an average cost of \$412.38 per mile, built 36 $\frac{2}{10}$ miles of gravel road at an average cost of \$691.63 per mile. Resurfaced five miles at an average cost of \$410.61 per mile, making a total of 428 $\frac{7}{8}$ miles.

Fifty-four concrete culverts were placed at a cost of \$76.83 each. Seventy-four cast iron culverts were placed at a cost of \$27.94 each. There has been placed in the highways 37,814 yards of gravel. There has been 4,481 feet of tile drain placed in 1916, making a total of tile drain of 45,074 feet.

There were 201 miles regularly honed. Several of the towns have adopted the town patrol system, and in every instance they are well pleased with the results.

All towns have steam rollers, crushers, bins, etc. and are well equipped with road machines, wheel scrapers and necessary smaller tools. Several have collapsible forms for building culverts, and five have concrete mixers.

The town superintendents have organized a Town Superintendents Association, which meets three or four times during the winter months to discuss all classes of road building, bridge and sluice construction and the best class of machinery and its uses. They have very interesting discussions from which they learn from each other's experience and thereby have a more uniform class of work throughout the country.

SUFFOLK COUNTY, TOWN OF ISLIP. CONSTRUCTING CONCRETE ROAD UNDER DIRECTION OF TOWN SUPERINTENDENT.

Fifty-four concrete culverts were built and 74 of cast iron placed. The old culverts are being rapidly replaced by permanent structures, and the time is near when this class of work will be furnished in the entire county and the item of culvert expense eliminated.

Fifteen new bridges were built and several floored with 2 by 4's covered with a bituminous cushion.

WESTCHESTER COUNTY

All of the highways in this county suffered a severe set back during the last winter owing to the heavy falls or snow. With the melting of the snow and the waterfalls of snow. With the melting of the snow and the waterways clogged, the snow water percolated into the foundations of the highways leaving them soft and spongy. As a result of this, the first heavy vehicles passing over the roads in the early spring broke through in many places, leaving many of the highways throughout the county in a worse condition than they have been in many years.

An inspection of the county showed that the roads built with a subbase bottom course were not the ones to break through. This seems to show conclusively that all roads should have a good, heavy foundation, such as subbase bottom course gives. The frost penetrates quite deep, and when this comes out in the spring leaves the roads so porous that they will not hold up under heavy traffic unless there is a good heavy foundation. These places were soon repaired by patrolmen, with additional help, and all the highways were again put in fair condition.

At the present time, many of the highways which have been surfaced with a bituminous macadam during the last five or six years are very rough and in need of resurfacing. This is particularly undesirable on the more important highways and tends to show that it is not good economy to use construction of this type on many of the roads of this county which carry an exceptionally heavy traffic. It is believed that covering a period of twenty-five or thirty years pavements of the more permanent type, such as vitrified brick, asphalt block or concrete, would prove to be the cheapest type of construction to employ on roads carrying this class of traffic.

The town roads, taken as a whole, are in better condition than ever before. Of course, there are exceptions, especially in towns where more important highways have been under construction and the less important roads have had to carry the heavy traffic, for which they were not designed. Permanent work has been done in all of the towns, and each year finds the conditions materially improved over those of the previous year. Curves have been straightened, grades lessened and roads surfaced with material of a more permanent nature.

To rebuild no more wooden bridges is almost unanimously adopted by all the town superintendents. As a bridge becomes in need of replanking or girders need strengthening a reinforced concrete structure is erected in its place. By doing this, all of our streams will, in the very near future, be covered with permanent bridges and the bridge item in the towns will be almost a negligible quantity.

WYOMING COUNTY

Primary work was started early throughout the county, each town superintendent seeming anxious to get this class of work done and be ready for special improvements.

Apparently, the money spent on early work was lost, except that expended on culverts or bridges, on account of the heavy rains and the flood of May 16th, and the floods following that date. Roads were washed and torn up, culverts swept out by the hundred, bridge abutments were undermined and the whole structure carried down the stream, leaving nothing but a mass of twisted steel or broken concrete scattered along its course.

Thousands of dollars have been expended to repair the damage done to the roads, including culverts, and thousands more have been expended on bridges completely washed away.

Nevertheless, the repair work is not finished in the towns of Bennington and Middlebury yet, and if conditions are found as good one year from now as they were before the floods, it will be all that these towns can be expected to accomplish.

The special work as provided in the 1916 agreements was not carried out fully in the towns of Attica, Bennington, Middlebury, Perry and Sheldon, it being necessary to use the money to repair washouts, etc.

The other towns took care of the damage with the reserve fund or certificates of indebtedness, but there was not the permanent work done in any town that would have been had the weather conditions been different up to July 1st.

Upwards of five miles of new macadam was built together with considerable resurfacing of old road. 98 concrete culverts and 123 of cast iron were put in, which, together with the bridge work made necessary by the floods made an unusually large expenditure for this purpose.

YATES COUNTY

Highways, as a rule, have been kept in good condition, by keeping center slightly crowned, forcing water off from and away from beaten track. Honing in most towns has preserved a smooth surface, after wet season was over. Early spring rains made work late, and costly, some roads requiring repairing several times following severe rains.

Twenty-two concrete culverts and 133 cast iron ones were built during the season. Two concrete bridges, one 8 foot span and one 16 foot span were built. In one town .6 mile of cinders were used as a surfacing at a depth of 6 inches, making a good road throughout the year.

In three towns macadam roads with a six inch subbase of field stone with three inches of crushed stone for top were built. In one town about two miles of gravel road, some portion of same was of field stone base, was constructed. Macadam ranged in cost from \$3,000 to \$5,000 per mile. Three towns have steam rollers, and one town owns a steam engine. Gasoline tractors or steam engines are used for grading. Removal of snow was a large item in some towns the past winter, varying considerably in cost in different localities. While it is necessary at times to expend in this class of work, a reasonable amount, it requires prudence and good judgment on the part of those in charge, to keep within bounds that will be prudent and just to all, and yet not burden the people with excessive outlays for this class of work. No patrolmen on town highways; this work is cared for by town superintendent.

**STATEMENT SHOWING RECEIPTS AND EXPENDITURES
IN REGARD TO TOWN HIGHWAYS AND BRIDGES IN
EACH TOWN**

ALBANY COUNTY -- RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
1	Berne.....	135	\$6,978 45	\$51 69	\$104 65	\$2,500 00	\$2,250 00	\$4,854 65	\$3,438 95	\$52 67	\$635 91	.....
2	Bethlehem.....	109	36,200 38	332 11	2,039 39	6,872 20	3,332 00	12,243 59	2,113 73	275 74	3,352 55	.....
3	Coeymans.....	98	18,481 45	188 58	2,461 68	5,060 50	2,450 00	9,972 18	4,117 04	455 84	3,079 18	.....
4	Colonie.....	127	87,969 08	692 67	433 46	14,149 79	7,000 00	21,583 25	400 00	300 00	1,324 81	.....
5	Guiderland.....	136	13,918 70	102 34	133 31	2,619 69	1,750 00	4,503 00	2,113 73	317 77	1,640 16	.....
6	Knox.....	86	6,582 26	76 53	310 29	1,502 24	1,200 00	3,012 53	1,722 17	85 83	751 14	.....
7	New Scotland.....	115	14,272 98	124 11	805 60	5,054 08	2,875 00	8,734 68	2,052 16	530 00	3,192 83	.....
8	Rensselaerville.....	146	7,955 81	54 49	.....	2,657 64	2,365 20	5,022 84	1,558 12	584 80	1,102 27	.....
9	Westerlo.....	140	6,063 05	43 30	28 18	3,023 76	3,000 00	6,051 94	1,035 68	679 16	3,962 30	.....
	Total.....	1092	.....	.....	\$6,316 56	\$43,439 90	\$26,222 20	\$75,978 66	\$18,551 58	\$3,281 81	\$19,041 15	\$116,853 20

ALBANY COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
1	Berne.....	\$4,518 66	\$335 99	\$3,191 05	\$247 90	\$32 52	\$20 15	\$289 98	\$316 30	\$29 63	.....
2	Bethlehem.....	10,845 54	1,398 05	499 56	1,614 17	275 74	.....	3,164 50	188 05	.....	.....
3	Coeymans.....	7,117 49	2,854 69	607 05	3,509 99	158 50	297 34	2,755 42	23 12	200 64	.....
4	Colonie.....	19,005 46	2,577 79	400 00	.....	300 00	.....	1,324 81	.....	.....	.....
5	Guilderland.....	3,915 91	587 09	2,109 16	4 50	250 52	67 25	1,426 67	107 00	106 49	.....
6	Knox.....	2,664 73	347 80	1,514 74	207 43	50 08	35 75	584 56	150 87	15 71	.....
7	New Scotland.....	7,965 63	769 05	529 19	1,522 97	234 13	295 87	3,192 83	.....	.....	.....
8	Rensselaer.....	4,620 93	401 91	1,556 83	1 29	584 80	.....	1,045 06	57 21	.....	.....
9	Westerlo.....	5,322 57	729 37	716 58	319 10	616 28	62 88	3,121 28	525 75	315 27	.....
	Total.....	\$65,976 92	\$10,001 74	\$11,124 16	\$7,427 42	\$2,502 57	\$779 24	\$16,905 11	\$1,368 30	\$767 74	\$97,877 06

ALLEGANY COUNTY — RECEIPTS

Num-ber of towns	TOWNS	Num-ber of miles of high-ways	Valuation of towns outside of villages, including county and State equaliza-tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro-riated for highways	Amount received as State aid	Total available for high-ways in 1916	Amount collected and appro-riated for bridges	Amount col-lected and appropri-ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri-ated for snow and miscel-laneous purposes	Total amount re-ceived for all highway purposes
10	Alfred.....	64	\$455,797	\$7,124	\$209 36	\$4,399 69	\$1,600 00	\$6,209 05	\$1,191 12	\$245 11	\$362 03	.....
11	Allen.....	68	333,478	4,904	193 10	2,591 90	1,700 00	4,485 00	1,060 03	111 15	506 25	.....
12	Almo.....	55	732,661	13,321	620 35	2,000 00	1,000 00	3,620 35	406 80	110 45	568 79	.....
13	Almond.....	88	750,824	8,532	314 43	4,412 29	2,080 00	6,806 72	2,196 49	509 82	337 92	.....
14	Amity.....	63	626,632	9,947	129 72	5,000 00	1,575 00	6,704 72	3,000 00	350 00	471 78	.....
15	Andover.....	74	636,163	8,596	1,318 94	2,328 10	1,850 00	5,497 04	3,257 04	311 91	440 07	.....
16	Angelica.....	56	430,425	76,86	601 81	1,789 45	1,400 00	3,791 26	2,370 87	205 87	735 39	.....
17	Belfast.....	72	1,202,464	16,700	478 21	3,096 54	750 00	4,324 75	3,703 12	317 66	463 47	.....
18	Birdsall.....	63	321,240	5,099	1,513 97	1,363 18	1,215 00	4,092 15	1,144 21	216 40	336 76	.....
19	Bolivar.....	52	652,663	12,551	351 72	2,237 82	1,300 00	3,889 54	1,087 28	116 11	1,648 05	.....
20	Burns.....	49	589,199	12,024	17 23	1,714 86	1,140 00	2,872 09	3,236 34	157 31	316 61	.....
21	Caneadea.....	66	1,343,435	20,355	601 50	2,638 74	1,250 00	4,490 24	7,962 53	181 14	536 89	.....
22	Centerville.....	69	497,608	7,211	1,978 39	1,514,93	1,200 00	4,693 32	1,255 68	395 15	329 84	.....
23	Clarksville.....	54	510,752	9,458	1,070 40	1,929 00	1,350 00	4,349 40	1,541 78	674 22	786 13	.....
24	Cuba.....	73	994,295	13,620	639 74	5,467 23	1,825 00	7,931 97	5,371 10	746 68	286 77	.....
25	Friendship.....	53	658,968	12,433	5 21	2,719 00	1,325 00	4,049 21	3,336 18	168 88	361 65	.....
26	Genesee.....	52	806,312	15,506	734 28	2,037 68	1,000 00	3,771 96	700 00	250 00	1,043 01	.....
27	Granger.....	66	546,672	8,888	1,230 36	2,079 02	1,650 00	4,959 38	1,177 65	194 85	650 05	.....
28	Grove.....	65	423,858	6,520	246 21	1,846 07	1,625 00	3,717 28	1,257 70	353 19	379 01	.....
29	Hume.....	72	1,333,539	18,521	.....	6,325 63	1,800 00	8,125 63	3,146 57	300 00	654 04	.....
30	Independence.....	76	585,916	7,709	254 27	2,529 06	1,820 00	4,603 33	3,054 63	732 83	519 43	.....
31	New Hudson.....	70	544,942	8,356	329 08	2,230 15	1,750 00	4,309 26	1,718 01	87 82	367 00	.....
32	Rushford.....	75	738,169	9,842	888 50	1,406 80	980 00	3,275 30	605 95	125 26	223 84	.....
33	Scio.....	62	807,639	13,026	24 25	3,107 30	1,550 00	4,681 55	3,133 12	173 00	660 00	.....
34	Ward.....	53	242,968	4,584	323 91	1,300 10	800 00	2,424 01	2,326 08	68 61	397 41	.....
35	Wellsville.....	67	730,905	10,909	39 43	3,855 71	1,675 00	5,570 14	2,259 18	522 92	809 17	.....
36	West Almond.....	67	298,289	4,452	140 20	1,195 52	1,675 00	3,010 72	2,728 30	50 99	250 78	.....
37	Willing.....	76	561,818	7,392	13 56	1,955 19	1,520 00	3,488 75	1,119 95	110 33	943 38	.....
38	Wirt.....	74	674,415	9,113	922 01	2,590 10	1,750 00	5,262 11	1,669 56	353 59	470 28	.....
	Total.....	1894	.....	.....	\$15,190 14	\$77,661 09	\$42,155 00	\$135,006 23	\$67,017 27	\$8,136 25	\$10 355 70	\$226,515 45

ALLEGANY COUNTY -- EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
10	Alfred.....	\$6,090 20	\$118 85	\$1,187 03	\$4 09	\$244 47	\$0 64	\$332 22	\$29 50	\$0 31	.....
11	Allen.....	4,443 00	42 00	992 43	67 60	102 82	8 33	474 35	30 86	1 04	.....
12	Alma.....	2,799 47	820 88	35 83	370 97	62 30	48 15	462 70	99 12	6 97	.....
13	Almond.....	6,764 28	42 44	1,898 62	297 87	454 07	55 75	288 49	23 25	26 18	.....
14	Amity.....	6,225 41	479 31	2,431 55	568 45	176 59	173 41	290 60	57 17	124 01	.....
15	Andover.....	5,396 71	100 33	3,223 22	33 82	311 91	.....	339 20	100 87	.....	.....
16	Angelica.....	3,607 99	183 27	2,366 99	3 88	174 26	31 61	92 00	639 15	4 24	.....
17	Belfast.....	4,237 33	87 42	3,687 37	15 75	69 93	247 73	397 70	42 00	23 77	.....
18	Birdsall.....	2,804 45	1,287 70	1,144 21	.....	216 40	.....	313 39	23 37	.....	.....
19	Bolivar.....	2,159 46	1,730 08	1,078 81	8 47	93 69	22 42	199 00	1,433 54	15 51	.....
20	Burns.....	2,861 23	10 86	2,913 63	322 71	138 40	18 91	308 91	6 00	1 60	.....
21	Caneadea.....	4,489 83	41	3,501 44	4,461 09	49 35	131 79	450 50	64 00	22 39	.....
22	Centerville.....	3,176 43	1,516 89	1,205 68	50 00	388 90	6 25	461 55	.....	368 29	.....
23	Clarksville.....	3,029 49	1,319 91	1,541 78	.....	664 22	10 00	132 75	623 67	29 71	.....
24	Cuba.....	7,639 97	292 00	5,302 93	68 17	662 24	84 44	190 77	15 00	81 00	.....
25	Friendship.....	3,099 11	950 10	2,966 81	369 37	163 88	.....	311 83	49 82	.....	.....
26	Genesee.....	3,212 83	559 13	511 94	188 06	112 74	137 26	171 72	835 37	35 92	.....
27	Granger.....	3,988 82	970 56	1,124 64	53 01	194 85	.....	607 65	42 40	.....	.....
28	Grove.....	3,680 77	36 51	1,044 49	213, 21	182 60	170 59	333 93	45 08	.....	.....
29	Hume.....	8,125 63	.....	3,146 57	.....	300 00	.....	474 28	179 66	10	.....
30	Independence.....	4,528 04	75 29	2,815 63	239 00	600 94	131 89	130 20	286 50	102 73	.....
31	New Haven.....	3,548 58	760 68	1,602 16	115 85	87 82	.....	310 40	32 26	24 35	.....
32	Rushford.....	2,107 34	1,167 96	516 55	89 40	69 25	56 01	190 81	33 00	4 03	.....
33	Scio.....	4,641 00	40 55	3,064 60	68 52	170 70	2 30	457 31	198 53	4 16	.....
34	Ward.....	2,302 12	121 89	2,326 08	.....	65 02	3 59	378 09	18 68	64	.....
35	Wellsville.....	5,319 01	251 13	2,233 86	25 32	430 91	92 01	685 99	74 84	48 34	.....
36	West Almond.....	2,768 61	242 11	2,008 93	719 37	45 40	5 59	235 38	20	15 20	.....
37	Willing.....	3,483 56	5 19	1,040 82	79 13	79 36	30 97	302 65	606 77	33 96	.....
38	Wirt.....	3,874 68	1,387 43	1,462 38	207 18	353 59	.....	370 90	99 38	.....	.....
	Total.....	\$120,405 35	\$14,600 88	\$58,376 98	\$8,640 29	\$6,666 61	\$1,469 64	\$9,695 27	\$5,689 98	\$970 45	\$200,834 19

BROOME COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
39	Barker.....	82	\$602,499	\$7,347	\$87 70	\$1,700 00	\$2,000 00	\$3,787 70	\$3,242 71	\$278 32	\$598 87	.....
40	Binghamton.....	59	257,590	43 66	443 46	1,216 00	1,200 00	2,859 46	3,348 43	44 79	650 00	.....
41	Chenango.....	73	794,416	10,882	1,122 66	2,608 00	1,825 00	5,555 66	3,464 81	300 00	950 77	.....
42	Colesville.....	160	1,263,929	78 99	432 47	5,155 00	4,000 00	9,587 47	3,233 54	216 06	2,516 13	.....
43	Conklin.....	54	772,511	14,305	435 35	1,800 00	900 00	3,135 35	5,702 03	229 76	484 30	.....
44	Dickenson.....	7	193,974	27,710	7 11	300 00	150 00	457 11	2,093 55	24 02	50 00	.....
45	Fenton.....	77	678,063	8,806	593 20	3,865 17	1,925 00	5,883 37	4,108 03	307 50	704 42	.....
46	Kirkwood.....	66	728,834	11,035	.....	2,013 00	960 00	2,973 00	2,166 51	104 75	489 01	.....
47	Lisle.....	81	541,085	6,680	159 39	2,636 75	2,025 00	4,821 14	1,650 25	350 00	938 24	.....
48	Maine.....	99	509,350	5,144	778 49	1,808 25	2,475 00	5,061 74	1,164 96	124 32	1,976 29	.....
49	Nanticoke.....	43	186,798	4,344	382 47	700 00	700 00	1,782 47	442 58	254 10	358 50	.....
50	Sanford.....	187	912,469	4,879	577 55	3,832 00	3,733 00	8,142 55	2,130 22	607 04	691 52	.....
51	Triangle.....	67	389,458	5,812	379 85	2,002 45	1,675 00	5,057 30	1,676 28	331 76	754 55	.....
52	Union.....	76	1,089,427	14,334	116 26	2,660 98	1,830 49	4,607 73	3,678 56	100 00	856 89	.....
53	Vestal.....	112	795,935	7,106	131 23	3,005 00	2,800 00	5,936 23	5,084 59	429 61	737 90	.....
54	Windsor.....	194	1,006,204	5,186	305 03	3,499 31	4,050 00	7,854 34	2,376 19	660 83	1,209 23	.....
	Total.....	1437	.....	.....	\$5,952 22	\$38,301 91	\$32,248 49	\$76,502 62	\$42,563 24	\$4,362 86	\$13,966 62	\$137,305 34

BROOME COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
39	Barker.....	\$3,784 02	\$3 68	\$2,821 74	\$420 97	\$277 21	\$1 11	\$431 02	\$167 22	\$0 63	.....
40	Binghamton.....	2,158 96	700 50	348 43	.....	44 79	.....	628 15	20 79	1 06	.....
41	Chenango.....	3,424 22	2,131 44	3,432 95	31 86	163 10	136 90	788 87	161 90	.....	.....
42	Colesville.....	9,558 87	28 60	3,233 54	.....	216 06	.....	2,279 64	236 49	.....	.....
43	Conklin.....	2,382 83	752 52	5,415 42	286 61	229 76	.....	2,484 30	.....	.....	.....
44	Dickinson.....	440 21	16 90	2,008 50	85 06	8 35	15 67	42 25	.....	7 75	.....
45	Fenton.....	5,327 97	555 40	2,958 15	1,149 88	86 98	220 52	438 12	74 36	191 94	.....
46	Kirkwood.....	2,695 09	277 91	466 51	1,700 00	19 28	85 47	402 95	45 30	40 76	.....
47	Lisle.....	4,455 86	365 28	1,457 90	1,192 35	230 25	119 75	739 29	103 52	95 43	.....
48	Maine.....	4,916 79	144 95	1,145 82	19 14	111 43	12 89	1,148 23	788 00	40 06	.....
49	Nanticoke.....	1,319 12	463 35	218 51	224 07	164 46	89 64	286 49	8 98	68 03	.....
50	Sanford.....	7,363 29	779 26	2,048 75	81 47	535 41	71 63	541 00	117 04	33 48	.....
51	Triangle.....	3,961 25	96 05	1,674 28	2 00	296 57	35 19	729 90	5 80	18 85	.....
52	Union.....	3,619 12	988 61	3,678 56	.....	61 54	38 46	826 20	30 69	.....	.....
53	Vestal.....	4,481 13	1,455 10	5,033 64	50 95	429 61	.....	698 40	39 50	.....	.....
54	Windsor.....	7,839 84	14 50	2,368 73	7 46	659 65	1 18	935 85	269 39	3 99	.....
	Total.....	\$67,728 57	\$8,774 05	\$38,311 43	\$4,251 81	\$3,534 45	\$828 41	\$11,400 66	\$2,068 98	\$496 98	\$123,044 09

CATTARAUGUS COUNTY -- RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
55	Allegany	99	\$1,819,145	\$18,375	\$215 52	\$4,950 00	\$2,475 00	\$7,640 52	\$1,035 92	\$161 85	\$159 52	.....
56	Ashford	97	979,380	10,096	108 88	3,825 95	2,380 00	6,314 83	4,041 54	970 68	1,292 61	.....
57	Carrollton	31	751,017	24,226	439 49	1,600 00	775 00	2,814 49	63 96	68 96	177 33	.....
58	Cold Spring	35	446,110	12,746	106 20	1,459 00	875 00	2,440 20	657 19	165 15	157 76	.....
59	Conewango	66	840,549	12,735	5 25	2,400 00	1,260 00	3,665 25	1,924 59	68 34	359 16	.....
60	Dayton	67	915,951	13,670	.....	2,889 82	1,442 50	3,432 32	3,700 52	220 75	948 98	.....
61	East Otto	72	662,457	9,200	66 95	2,572 00	1,800 00	4,438 95	1,363 99	436 22	158 41	.....
62	Elko	20	126,072	6,303	20 59	790 58	500 00	1,311 17	1,097 90	63 36	128 17	.....
63	Ellicottville	68	625,862	9,203	833 74	2,434 00	1,700 00	4,967 74	1,345 16	571 36	646 71	.....
64	Farmersville	78	676,172	8,668	38 50	2,100 00	1,680 00	3,818 58	4,499 09	481 75	171 14	.....
65	Franklinville	81	849,394	10,486	154 49	3,009 92	1,750 00	4,914 41	3,623 82	830 48	699 18	.....
66	Freedom	78	811,994	10,410	628 01	2,012 00	1,400 00	4,040 01	1,528 23	328 37	904 67	.....
67	Great Valley	78	965,967	12,384	21 22	2,323 53	1,200 00	3,544 75	2,199 03	312 46	130 75	.....
68	Hinsdale	73	1,006,296	13,784	33 66	9,100 00	1,012 50	10,146 16	7,025 61	807 27	444 43	.....
69	Humphrey	70	254,852	3,640	251 29	1,050 00	1,050 00	2,351 29	142 25	46 06	82 54	.....
70	Ischua	66	493,625	7,479	.....	1,203 17	1,239 77	2,442 94	314 97	133 91	690 58	.....
71	Leon	67	528,647	7,890	7 24	1,400 00	1,120 00	2,527 24	1,370 31	165 80	450 00	.....
72	Little Valley	35	378,419	10,811	251 68	1,250 00	875 00	2,376 68	3,762 49	127 93	366 91	.....
73	Lyndon	58	291,317	5,022	103 28	1,612 00	1,450 00	3,165 23	917 98	100 00	507 30	.....
74	Machius	79	866,343	10,966	53 29	1,900 00	1,330 00	3,283 29	507 96	357 45	1,142 25	.....
75	Mansfield	77	553,649	7,190	336 65	2,195 12	1,711 20	4,242 97	1,151 28	104 49	378 36	.....
76	Napoli	57	369,774	6,487	237 11	1,599 90	1,425 00	3,262 01	737 57	49 10	236 09	.....
77	New Albion	68	477,768	7,026	107 68	2,000 00	1,600 00	3,707 68	1,145 76	190 73	798 34	.....
78	Olean	42	1,836,349	43,722	646 92	2,016 00	1,750 00	3,412 92	1,152 68	202 64	289 30	.....
79	Otto	53	674,104	12,718	73 18	1,770 25	1,080 00	2,923 43	2,154 89	452 21	424 36	.....
80	Perrysburg	54	596,314	11,042	742 32	1,550 35	900 00	3,192 67	624 91	214 38	324 59	.....
81	Persia	31	316,642	10,214	472 85	800 00	560 00	1,832 85	3,042 41	200 00	498 77	.....
82	Portville	54	844,605	15,640	4 19	2,831 00	1,150 00	3,985 19	2,006 19	221 03	268 70	.....
83	Randolph	60	345,481	5,756	204 91	1,667 00	1,500 00	3,371 91	1,505 72	186 22	851 51	.....
84	Red House	32	389,884	12,183	341 43	1,390 38	800 00	2,531 81	860 00	83 60	217 70	.....
85	Salamanca	12	250,768	20,898	586 09	240 00	120 00	946 09	303 08	92 15	57 88	.....
86	South Valley	45	163,758	3,639	13 18	1,125 00	1,125 00	2,263 18	971 99	34 12	52 35	.....
87	Yorkshire	64	760,787	11,887	9 71	2,200 00	1,320 00	3,529 71	8,364 98	108 75	600 00	.....
	Total	1,967	.....	.....	\$7,115 53	\$71,266 97	\$41,355 97	\$119,738 47	\$66,451 64	\$8,555 57	\$14,606 37	\$209,352 06

CATTARAUGUS COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair in storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
55	Allegany.....	\$6,202 56	\$1,437 96	\$1,035 92	.....	\$161 85	.....	\$77 60	\$27 00	\$54 92	.....
56	Ashford.....	6,314 83	.....	4,025 62	\$15 92	970 68	.....	919 40	373 21	.....	.....
57	Carrollton.....	2,050 45	764 04	546 61	225 02	18 68	\$50 28	40 50	9 00	127 83	.....
58	Cold Spring.....	1,567 52	872 68	631 23	25 96	163 21	1 94	134 48	21 40	1 88	.....
59	Conewango.....	3,058 13	607 12	887 81	1,036 78	56 50	11 84	300 86	24 00	34 30	.....
60	Dayton.....	4,233 25	99 07	2,778 93	926 59	191 29	29 46	298 90	621 00	29 08	.....
61	East Otto.....	4,172 30	266 65	1,202 57	161 42	411 92	24 30	117 30	12 03	29 08	.....
62	Elko.....	1,311 17	.....	1,025 39	72 51	6 40	56 96	47 80	.....	80 37	.....
63	Ellicottville.....	3,569 56	1,398 18	724 55	620 61	303 75	267 61	344 10	89 10	213 51	.....
64	Farmersville.....	3,741 87	76 71	4,499 09	.....	458 52	23 23	156 20	.....	14 94	.....
65	Franklinville.....	4,832 00	82 41	3,623 82	.....	366 73	463 75	493 14	72 76	133 28	.....
66	Freedom.....	3,923 31	116 70	1,528 23	.....	322 65	3 72	519 70	384 97	.....	.....
67	Great Valley.....	3,462 19	82 56	2,198 46	57	306 40	6 06	127 05	3 70	.....	.....
68	Hinsdale.....	8,713 28	1,432 88	4,220 13	2,805 48	666 94	140 33	137 50	245 31	61 59	.....
69	Humphrey.....	2,035 45	315 84	74 11	68 14	23 13	22 93	82 40	.....	14	.....
70	Iachua.....	2,442 94	.....	314 97	.....	133 91	.....	266 50	424 08	.....	.....
71	Leon.....	2,032 50	494 74	1,061 73	318 58	131 20	34 50	310 67	32 75	6 58	.....
72	Little Valley.....	2,035 73	340 95	3,734 47	28 02	35 65	92 28	177 70	189 21	.....	.....
73	Lyndon.....	3,124 35	40 88	714 25	203 73	100 00	.....	282 34	222 00	2 96	.....
74	Machias.....	2,842 96	440 33	446 43	61 53	353 39	4 06	1,076 88	45 28	20 19	.....
75	Manasfield.....	4,046 03	196 94	1,148 54	2 74	100 41	4 05	300 37	75 98	2 01	.....
76	Napoli.....	2,996 67	265 34	669 30	68 27	49 03	07	220 40	15 00	69	.....
77	New Albion.....	3,613 88	93 80	1,117 64	28 12	117 67	73 06	355 84	436 69	5 81	.....
78	Olean.....	2,995 54	417 38	1,110 75	41 93	79 85	122 79	154 95	9 00	125 35	.....
79	Otto.....	2,873 35	50 08	2,088 08	66 81	451 34	87	192 51	215 00	16 85	.....
80	Perrysburg.....	2,951 18	241 49	317 65	307 26	132 09	82 29	163 98	168 83	1 78	.....
81	Persia.....	1,530 18	302 67	3,042 41	.....	200 00	.....	471 27	17 50	.....	.....
82	Portville.....	3,017 92	967 27	2,606 19	.....	221 03	.....	106 78	132 58	29 34	.....
83	Randolph.....	2,451 06	920 85	1,363 02	142 70	58 39	127 83	194 35	528 50	128 66	.....
84	Red House.....	1,964 08	567 73	663 49	196 51	24 40	59 20	46 80	46 80	130 25	.....
85	Salamanca.....	421 73	524 36	23 25	279 83	3 50	88 65	29 60	29 60	28 23	.....
86	South Valley.....	1,769 07	494 11	969 77	2 22	33 64	48	19 35	33 00	.....	.....
87	Yorkshire.....	3,115 60	414 11	7,837 17	527 81	92 66	16 09	578 91	.....	21 09	.....
	Total.....	\$105,412 64	\$14,325 83	\$58,216 58	\$8,235 06	\$6,746 84	\$1,808 73	\$8,810 38	\$4,495 28	\$1,300 71	\$183,681 72

CAYUGA COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
88	Aurelius.....	66	\$1,272,446	\$19,279	\$373 38	\$6,956 69	\$1,650 00	\$8,980 07	\$1,300 00	\$356 12	\$1,342 81	.....
89	Brutus.....	52	1,132,524	21,779	1,131 54	5,225 18	1,300 00	7,656 72	3,198 63	560 78	1,276 28	.....
90	Cato.....	67	858,058	12,806	242 42	5,453 15	1,376 71	7,072 28	321 52	429 59	1,907 50	.....
91	Conquest.....	67	849,923	12,685	1,487 25	4,654 62	1,200 00	7,341 87	951 87	110 65	1,194 93	.....
92	Fleming.....	54	921,638	17,067	24 04	3,407 62	825 00	4,256 66	796 81	308 00	798 79	.....
93	Genoa.....	77	1,092,632	14,190	233 86	7,218 82	1,500 00	8,952 68	100 00	222 79	642 57	.....
94	Ira.....	73	758,174	10,385	12 07	5,348 65	1,825 00	7,185 74	800 49	629 32	1,615 55	.....
95	Ledyard.....	85	988,785	11,632	957 51	6,432 87	2,125 00	9,515 38	1,258 83	214 84	1,717 99	.....
96	Locke.....	53	576,320	10,873	.....	3,964 75	1,325 00	5,289 75	472 76	100 00	962 18	.....
97	Mentz.....	40	927,865	23,196	.....	6,504 67	1,000 00	7,504 67	500 00	290 81	1,772 02	.....
98	Montesuma.....	40	984,638	24,615	699 19	5,662 74	1,000 00	7,361 93	314 34	139 06	586 39	.....
99	Moravia.....	52	581,993	11,192	1,942 19	6,160 50	1,300 00	9,402 69	805 80	525 82	1,058 44	.....
100	Niles.....	82	787,914	9,608	45 45	6,454 96	1,960 00	8,460 41	700 00	860 68	1,571 98	.....
101	Owasco.....	45	1,213,144	26,958	1,018 47	5,540 73	1,125 00	7,684 20	320 52	118 94	535 31	.....
102	Scipio.....	79	1,182,492	14,968	229 73	8,907 76	1,500 00	10,637 49	422 74	370 00	1,371 07	.....
103	Sempronius.....	67	445,016	6,642	5 12	3,645 83	1,675 00	5,325 95	200 00	221 93	1,470 06	.....
104	Sennett.....	63	1,262,350	20,037	18 92	5,452 70	1,575 00	7,046 62	1,436 23	658 29	986 16	.....
105	Springport.....	47	705,695	15,014	477 38	4,683 91	1,175 00	6,336 29	419 55	430 93	968 18	.....
106	Sterling.....	104	1,008,450	9,696	.....	6,072 93	2,600 00	8,672 93	502 99	572 25	2,712 55	.....
107	Summerhill.....	61	339,892	5,572	164 06	3,568 16	1,360 00	5,062 21	362 12	200 00	1,082 30	.....
108	Throop.....	53	686,374	13,139	240 61	5,405 81	1,325 00	6,971 42	2,179 63	144 41	1,214 37	.....
109	Venice.....	87	933,083	10,725	279 97	5,359 81	2,175 00	7,814 78	239 34	145 82	982 75	.....
110	Victory.....	76	691,221	9,095	9 14	3,654 95	1,540 00	5,204 09	400 00	179 41	1,773 98	.....
	Total.....	1490	.....	.....	\$9,592 30	\$125,737 80	\$34,426 71	\$169,756 81	\$18,004 17	\$7,790 44	\$29,544 16	\$225,095 98

CAYUGA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Remova of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Tota expendi- tures for all highway purposes
88	Aurilius.....	\$8,980 07	\$2,314 05	\$3,141 36	\$57 27	\$356 12	\$88 09	\$1,297 20	\$45 61	.....	.....
89	Brutus.....	5,342 67	443 43	168 27	153 25	472 69	4 52	1,047 55	93 77	\$134 96	.....
90	Cato.....	6,628 85	754 62	861 95	89 92	425 07	4 28	1,846 11	28 92	32 47	.....
91	Conquest.....	6,587 25	101 89	533 28	263 53	106 37	13 62	1,187 66	7 27	.....	.....
92	Fleming.....	4,154 77	1,011 36	100 00	.....	294 38	.....	772 30	25 00	1 49	.....
93	Genoa.....	7,941 32	221 44	697 61	102 88	222 79	204 42	639 57	3 00	.....	.....
94	Ira.....	6,964 28	999 68	1,268 83	.....	424 90	.....	1,579 50	36 05	.....	.....
95	Ledyard.....	8,515 70	79 39	417 68	55 08	214 84	.....	781 60	936 39	.....	.....
96	Locke.....	5,210 36	.....	500 00	.....	100 00	.....	612 51	349 67	296 25	.....
97	Mentz.....	7,504 67	194 41	267 02	47 32	290 81	79 68	1,150 27	325 50	4 21	.....
98	Montezuma.....	7,167 52	1,104 53	783 07	22 73	59 38	.....	582 18	108 90	.....	.....
99	Moravia.....	8,298 16	22 19	470 50	229 50	525 82	.....	949 54	15 00	.....	.....
100	Niles.....	8,438 22	2,126 20	76 80	243 72	860 63	32 32	1,556 98	73 01	.....	.....
101	Owasco.....	5,558 00	296 74	340 96	81 78	86 62	7 83	462 30	.....	.....	.....
102	Scipio.....	10,340 75	813 13	200 00	.....	362 17	.....	1,016 12	354 95	.....	.....
103	Sempronius.....	4,512 82	144 44	1,082 41	353 82	221 93	213 37	1,376 70	83 97	9 39	.....
104	Sennett.....	6,902 18	20 84	409 81	9 74	444 92	.....	932 66	44 50	.....	.....
105	Springport.....	6,315 45	11 98	500 11	2 88	430 93	.....	920 60	46 57	1 01	.....
106	Sterling.....	8,660 95	59 60	362 12	.....	572 25	79 71	2,624 18	88 37	.....	.....
107	Summerhill.....	5,022 61	1,175 35	1,901 31	278 32	120 29	54 32	1,002 33	79 97	.....	.....
108	Throop.....	5,796 07	1,254 81	220 37	18 97	90 09	.....	1,190 17	24 20	.....	.....
109	Venice.....	6,559 97	.....	400 00	.....	145 82	.....	927 48	55 27	.....	.....
110	Victory.....	5,204 08	.....	.....	.....	179 41	.....	1,592 98	181 00	.....	.....
	Total.....	\$156,606 72	\$13,150 03	\$15,993 46	\$2,010 71	\$7,008 28	\$782 16	\$26,048 49	\$2,898 38	\$597 29	\$208,555 33

CHAUTAUQUA COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
111	Arkwright	67	\$355,431	\$5,304	.....	\$2,026 36	\$1,675 00	\$3,701 36	\$1,000 00	\$500 00	\$381 76	.....
112	Busti	102	842,140	8,256	\$244 06	3,188 00	2,560 00	5,982 06	1,908 28	150 00	1,338 21	.....
113	Carroll	60	705,668	11,761	21 62	1,800 00	1,080 00	2,901 62	565 31	110 56	279 56	.....
114	Charlotte	68	398,736	5,863	19	2,577 00	1,700 00	4,277 19	2,425 97	229 92	470 71	.....
115	Chautauqua	116	2,747,457	23,694	496 65	4,562 00	2,250 00	7,308 65	2,155 42	737 66	1,160 55	.....
116	Cherry Creek	50	362,970	7,259	1,375 15	1,329 50	1,000 00	3,704 65	712 00	211 78	298 18	.....
117	Clymer	70	715,644	10,223	518 44	2,760 26	1,400 00	4,160 69	519 73	188 07	162 58	.....
118	Dunkirk	14	708,881	50,634	518 61	1,577 00	708 88	2,804 49	527 93	246 87	234 67	.....
119	Elery	97	992,418	10,231	1,518 57	3,000 00	2,100 00	6,618 57	1,085 81	481 53	700 00	.....
120	Ellicott	69	1,441,748	20,894	323 58	2,000 00	1,000 00	3,323 58	3,983 54	666 11	1,118 33	.....
121	Ellington	69	436,157	6,321	330 13	1,920 00	1,725 00	3,975 13	1,841 10	870 00	444 46	.....
122	French Creek	57	361,901	6,349	70 43	1,030 81	1,170 00	2,271 24	2,161 06	143 02	85 54	.....
123	Garry	58	551,771	9,513	.....	1,620 91	1,450 00	3,070 91	473 00	754 27	980 84	.....
124	Hanover	98	2,181,916	22,264	32	4,739 40	2,250 00	6,989 72	14,104 83	662 30	603 97	.....
125	Harmony	153	1,595,227	10,426	105 36	4,707 00	2,450 00	7,262 36	3,269 01	340 69	1,510 40	.....
126	Kiantone	34	361,045	10,618	212 27	915 00	630 00	1,757 27	685 69	50 56	302 13	.....
127	Mina	60	469,920	7,832	521 84	1,886 61	1,440 00	3,848 45	1,379 54	739 67	612 60	.....
128	Poland	66	850,208	12,881	.....	2,000 00	1,200 00	3,200 00	3,000 28	255 53	356 69	.....
129	Pomfret	83	1,857,100	22,374	243 43	3,521 00	1,750 00	5,514 43	1,394 98	187 58	585 24	.....
130	Portland	82	1,966,172	23,977	.....	3,605 69	2,050 00	5,655 60	2,367 10	500 00	700 00	.....
131	Ripley	88	1,791,784	20,361	.....	3,513 27	1,250 00	4,763 27	1,700 00	152 25	200 00	.....
132	Sheridan	75	2,624,619	34,994	200 73	4,000 00	2,000 00	6,200 73	1,500 00	353 20	626 76	.....
133	Sherman	65	471,014	7,246	308 61	2,157 73	1,625 00	4,091 34	2,659 38	300 00	536 53	.....
134	Stockton	92	928,872	10,096	203 17	1,800 00	1,470 00	3,473 17	3,385 40	125 00	746 30	.....
135	Villanova	67	448,999	6,701	49 20	1,862 00	1,675 00	3,586 20	1,177 75	204 00	435 71	.....
136	Westfield	90	1,605,885	17,843	33 24	5,439 37	2,250 00	7,722 61	2,580 09	500 00	1,296 66	.....
	Total	1950	.....	.....	\$6,777 58	\$69,538 81	\$41,848 88	\$118,165 27	\$58,563 15	\$9,600 56	\$16,198 37	\$202,587 35

CHAUTAQUA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Remova of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
111	Arkwright	\$3,699 98	\$1 38	\$806 15	\$193 85	\$348 83	\$151 17	\$370 85	\$8 00	\$2 91	
112	Busti	5,626 01	356 05	1,908 23		140 78	9 22	1,297 29	90 92		
113	Carroll	2,345 21	556 41	584 81	50	94 70	15 86	175 33	101 71	2 51	
114	Charlotte	3,359 75	917 44	1,772 15	653 82	227 97	1 95	419 82	16 26	34 63	
115	Chautauqua	6,610 48	698 17	2,061 90	93 52	734 64	3 01	1,099 21	61 25	09	
116	Cherry Creek	2,565 95	1,138 70	388 34	323 66	161 66	50 12	134 53	113 20	50 45	
117	Clymer	4,160 69		519 73		188 07		100 05	62 53		
118	Dunkirk	1,427 81	1,376 68		527 93	32 87	214 00	11 00		223 67	
119	Elery	4,297 92	2,320 65	114 06	971 75	481 53		450 62	100 93	148 45	
120	Ellicott	2,661 38	662 20	3,983 54		666 11		846 17	99 64	172 52	
121	Ellington	3,350 13	625 00	1,781 88	59 22	819 03	50 97	281 28	29 25	133 93	
122	French Creek	2,117 17	154 07	1,967 55	193 51	143 02		12 46	26 47	46 61	
123	Garry	2,945 01	125 80	265 70	207 30	735 74	18 53	766 61		194 23	
124	Hanover	6,653 63	336 09	12,295 05	1,809 78	589 05	73 25	362 40	100 20	141 37	
125	Harmony	6,783 16	479 19	3,269 01		337 25	3 44	1,409 15	88 67	12 58	
126	Kiantone	1,464 93	292 34	685 69		38 60	11 96	81 04	220 16	93	
127	Mina	2,250 30	1,598 15	1,100 08	279 46	739 67		363 00	249 60		
128	Poland	2,262 70	937 30	2,621 98	378 30	192 99	62 54	243 03	113 66		
129	Pomfret	5,220 45	293 98	937 57	457 41	177 20	10 38	555 65	16 25	13 34	
130	Portland	5,652 62	2 98	2,270 48	96 62	399 76	100 24	390 07	283 52	26 41	
131	Ripley	4,763 27		1,700 00		152 25		149 00	51 00		
132	Sheridan	6,197 29	3 44	975 30	524 70	353 20		111 80	514 96		
133	Sherman	3,399 62	691 72	2,123 19	536 19	212 75	87 25	522 79	13 74		
134	Stockton	2,480 02	992 55	2,897 68	487 72	90 18	34 82	681 90	64 40		
135	Villanova	3,549 61	36 59	949 19	228 56	29 53	174 47	347 73	85 62	2 36	
136	Westfield	6,510 34	1,212 27	2,580 09		435 63	03 37	278 00	1,018 06		
	Total	\$102,356 03	\$15,809 24	\$50,530 35	\$8,023 80	\$8,523 01	\$1,137 55	\$11,461 38	\$3,530 00	\$1,206 99	\$176,409 77

CHEMUNG COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
137	Ashland.....	28	\$565,067	\$20,180	\$55 90	\$1,219 88	\$450 00	\$1,725 78	\$3,000 00	\$500 00	\$700 00	.....
138	Baldwin.....	63	186,912	2,966	17 03	1,260 00	1,200 00	2,477 03	1,398 24	162 89	50 20	.....
139	Big Flatts.....	89	1,318,354	14,812	62	3,178 79	2,225 00	5,404 41	1,747 54	265 34	299 63	.....
140	Catlin.....	88	382,020	4,341	1,312 46	1,404 00	1,400 00	4,116 46	2,011 28	250 32	630 82	.....
141	Chemung.....	104	1,079,624	10,381	1,581 85	2,350 00	1,645 00	5,576 85	1,261 71	555 69	559 71	.....
142	Elmira.....	50	1,101,612	22,032	332 59	2,521 76	1,250 00	4,104 35	394 30	296 12	445 12	.....
143	Erin.....	93	442,298	4,755	243 24	1,576 00	2,075 00	3,894 24	1,314 74	366 61	265 22	.....
144	Horseheads.....	73	1,097,591	15,021	28 74	2,374 28	1,400 00	3,803 02	1,154 69	344 14	995 22	.....
145	Southport.....	110	1,456,173	13,237	2,133 84	3,651 05	1,750 00	7,534 89	1,786 79	435 96	262 85	.....
146	Van Etten.....	87	495,885	5,699	37	2,081 77	1,800 00	3,882 14	2,957 09	358 74	643 12	.....
147	Veteran.....	90	732,667	8,140	565 75	1,810 31	1,440 00	3,816 06	2,400 79	740 83	1,003 28	.....
	Total.....	875	.....	.....	\$6,272 39	\$23,427 84	\$16,635 00	\$46,335 23	\$19,427 17	\$4,276 64	\$5,855 17	\$75,894 21

CHEMUNG COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
137	Ashland.....	\$1,648 06	\$77 72	\$2,148 98	\$351 02	\$416 67	\$83 33	\$285 27	\$413 46	\$1 27	.....
138	Baldwin.....	2,251 78	225 25	1,395 70	2 54	156 98	5 91	44 78	.....	5 42	.....
139	Big Flatts.....	3,993 81	1,410 60	1,745 28	2 26	205 49	59 85	206 95	.....	52	.....
140	Catlin.....	2,635 75	1,480 68	1,899 15	112 13	250 04	28	404 62	194 26	31 94	.....
141	Chemung.....	4,783 95	1,792 90	1,214 57	47 14	500 63	55 06	298 86	254 82	6 03	.....
142	Elmira.....	3,738 26	366 09	381 67	12 63	203 59	92 53	347 54	59 35	38 23	.....
143	Erin.....	2,999 40	894 84	1,040 13	274 61	365 33	1 28	252 89	5 59	6 74	.....
144	Horseheads.....	3,570 34	232 68	1,044 15	110 54	229 97	114 17	172 00	771 00	52 22	.....
145	Southport.....	6,867 14	667 75	1,542 82	243 97	412 55	28 41	188 05	27 00	47 80	.....
146	Van Ellen.....	2,805 07	1,077 07	2,612 95	344 14	340 32	18 42	401 51	203 57	38 04	.....
147	Veteran.....	3,796 08	19 98	2,313 00	87 79	532 03	158 80	962 30	28 48	12 50	.....
	Total.....	\$39,089 67	\$7,245 56	\$17,338 40	\$2,088 77	\$3,663 60	\$613 04	\$3,564 77	\$2,049 69	\$240 71	\$65,706 13

CHENANGO COUNTY — RECEIPTS

Num-ber of towns	TOWNS	Num-ber of miles of high-ways	Valuation of towns outside of villages, including county and State equaliza-tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro-riated for highways	Amount received as State aid	Total available for high-ways in 1916	Amount collected and appro-riated for bridges	Amount col-lected and appropri-ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri-ated for snow and miscel-laneous purposes	Total amount re-ceived for all highway purposes
148	Afton.....	80	\$702,753	\$8,784	\$753 41	\$2,452 29	\$1,920 00	\$5,125 70	\$2,035 80	\$254 87	\$300 65	.....
149	Bainbridge.....	71	560,018	7,887	213 36	1,626 02	1,775 00	3,614 38	3,706 51	146 50	228 09	.....
150	Columbus.....	83	552,903	6,661	1,037 53	2,634 73	1,990 94	5,663 20	887 53	197 93	296 59	.....
151	Coventry.....	84	509,725	6,068	.....	1,677 00	1,801 48	3,478 48	713 34	124 66	556 25	.....
152	German.....	55	166,442	3,026	106 49	638 23	636 23	1,380 95	91 88	54 21	104 89	.....
153	Greene.....	145	1,208,709	8,335	106 28	4,437 62	3,520 00	8,063 90	3,518 17	716 09	766 94	.....
154	Guilford.....	118	1,419,224	12,028	151 71	4,207 98	2,520 00	6,879 69	2,650 74	500 00	842 95	.....
155	Lincklean.....	58	1,191,244	3,297	31 37	1,027 51	1,027 51	2,086 39	555 23	107 50	131 45	.....
156	MacDonough.....	83	306,888	3,697	102 31	1,315 32	1,254 63	2,672 26	925 00	156 50	52 70	.....
157	New Berlin.....	88	797,265	9,059	33 24	1,494 23	1,907 79	3,435 26	1,009 75	673 47	300 88	.....
158	North Norwich.....	51	657,374	12,889	521 41	1,314 71	1,026 45	2,862 57	868 84	114 05	103 15	.....
159	Norwich.....	75	970,314	12,937	405 92	2,140 80	1,875 00	4,421 72	1,950 14	126 08	360 58	.....
160	Otselic.....	81	463,079	5,717	47 57	2,393 37	2,025 00	4,465 94	718 06	89 76	224 33	.....
161	Oxford.....	113	1,081,468	9,570	262 25	2,863 41	2,599 38	5,725 04	929 95	417 74	371 12	.....
162	Pharsalia.....	68	267,169	3,928	99	1,791 00	1,252 00	3,043 99	475 21	86 81	93 46	.....
163	Pitcher.....	60	291,303	4,855	82 49	1,499 18	1,498 68	3,080 35	1,086 92	88 17	75 15	.....
164	Plymouth.....	88	439,416	4,993	63 83	1,681 45	1,850 00	3,595 28	1,119 83	582 86	144 82	.....
165	Preston.....	57	432,017	7,579	26 95	3,311 30	960 00	4,298 25	1,180 06	164 65	119 38	.....
166	Sherbourne.....	96	929,934	9,686	1,111 34	3,310 69	2,298 23	6,720 26	5,889 40	1,041 93	376 66	.....
167	Smithville.....	102	496,356	4,866	534 48	2,003 55	2,300 00	4,838 03	1,190 25	290 93	216 01	.....
168	Smyrna.....	90	520,438	5,782	337 95	1,746 50	1,507 05	3,591 50	910 54	130 34	455 93	.....
	Total.....	1,746	.....	.....	\$5,930 88	\$45,566 89	\$37,545 37	\$89,043 14	\$32,413 15	\$6,065 05	\$6,121 98	\$133,643 32

CHENANGO COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
148	Afton.....	\$3,314 59	\$1,811 11	\$1,010 46	\$1,025 34	\$251 30	\$3 57	\$268 25	\$16 50	\$15 90	.....
149	Bainbridge.....	2,960 04	654 34	3,299 27	407 24	129 02	17 48	190 41	18 20	19 48	.....
150	Columbus.....	5,601 89	61 31	3,024 51	263 02	197 93	.....	223 12	73 47	.....	.....
151	Coventry.....	2,792 33	686 15	713 34	.....	124 66	.....	532 92	23 33	.....	.....
152	German.....	1,372 21	8 74	79 38	12 50	53 43	78	.....	79 00	25 89	.....
153	Greene.....	7,644 60	419 30	729 01	2,789 16	573 16	142 93	670 59	91 51	4 84	.....
154	Guilford.....	6,031 41	848 28	2,262 33	388 41	500 00	.....	776 14	66 81	.....	.....
155	Lincklean.....	1,753 43	332 96	547 51	7 72	79 70	27 80	116 72	12 00	2 73	.....
156	MacDonough.....	2,287 95	384 31	897 37	27 63	133 30	23 20	4 95	24 91	22 84	.....
157	New Berlin.....	3,019 31	415 95	118 88	890 87	381 43	292 04	228 25	64 52	8 11	.....
158	North Norwich.....	2,112 51	750 06	628 28	240 56	52 97	61 08	85 35	4 20	13 60	.....
159	Norwich.....	4,375 34	46 38	1,889 96	60 18	106 36	19 72	331 78	26 91	1 89	.....
160	Otaelic.....	4,123 15	342 79	717 64	42	89 13	63	197 56	24 00	2 77	.....
161	Oxford.....	4,292 38	1,432 66	572 35	357 60	327 66	90 08	323 12	48 00	.....	.....
162	Pharsalia.....	2,750 78	293 21	412 10	63 11	86 81	.....	38 50	54 96	.....	.....
163	Pitcher.....	3,020 18	60 17	1,086 92	.....	63 78	24 39	36 00	39 15	.....	.....
164	Plymouth.....	3,331 57	263 71	1,088 59	31 24	543 85	39 01	16 60	88 95	39 27	.....
165	Preston.....	3,845 49	452 76	1,154 71	25 35	164 65	.....	.....	106 90	12 48	.....
166	Sherbourne.....	5,987 87	732 39	5,568 05	321 35	986 98	54 95	100 30	171 00	105 36	.....
167	Smithville.....	4,170 66	667 37	1,066 29	123 96	282 44	8 49	48 81	69 63	97 57	.....
168	Smyrna.....	2,995 62	595 88	910 54	.....	118 10	12 24	149 76	304 70	1 47	.....
	Total.....	\$77,783 31	\$11,259 83	\$25,377 49	\$7,035 66	\$5,246 66	\$818 39	\$4,339 13	\$1,408 65	\$374 20	\$114,155 24

CLINTON COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
169	Altona.....	98	\$491,108	\$5,011	\$72 26	\$2,080 90	\$1,881 81	\$4,044 97	\$357 52	\$252 12	\$1,135 26	.....
170	Ausable.....	66	698,612	10,585	185 59	1,400 00	980 00	2,565 59	723 85	27 60	229 86	.....
171	Beekmantown.....	97	771,882	7,957	338 41	2,423 34	1,920 00	4,681 75	1,187 19	585 28	1,442 48	.....
172	Black Brook.....	113	404,780	3,582	.....	3,209 17	28 25	6,034 17	800 00	200 00	500 00	.....
173	Champlain.....	88	836,125	9,501	23 34	1,705 00	1,193 29	2,921 63	1,296 70	309 73	1,694 04	.....
174	Chazy.....	109	1,105,455	10,141	343 34	2,042 65	1,413 30	3,799 29	116 56	236 03	893 63	.....
175	Clinton.....	88	363,383	4,129	692 18	2,284 57	2,200 00	5,156 75	638 86	151 07	771 20	.....
176	Dannemora.....	45	491,475	10,921	3 45	1,714 10	1,125 00	2,842 55	400 00	100 00	144 57	.....
177	Ellenburg.....	111	730,631	6,582	1 15	4,010 00	2,700 00	6,711 15	200 00	900 00	659 88	.....
178	Moore's.....	135	583,104	4,319	.....	2,062 05	2,025 00	4,087 05	913 42	329 96	1,345 28	.....
179	Peru.....	120	1,114,552	9,287	98 14	2,701 33	2,310 00	5,109 47	552 46	172 78	918 59	.....
180	Plattsburg.....	103	1,316,583	12,782	2 02	2,108 93	1,263 60	3,372 55	300 00	100 00	1,050 39	.....
181	Saranac.....	148	770,312	5,259	.....	3,049 50	2,700 00	5,749 50	1,871 05	300 00	534 71	.....
182	Schuyler Falls.....	63	589,164	9,351	226 70	1,254 00	840 00	2,320 70	517 48	72 72	543 19	.....
	Total.....	1,384	.....	.....	\$1,986 58	\$32,033 54	\$25,377 00	\$59,397 12	\$9,875 09	\$3,737 29	\$11,853 08	\$84,862 58

CLINTON COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase repair and storage of ma- chinery	Balance and machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
169	Altona.....	\$3,024 99	\$1,019 98	\$357 52	.....	\$252 12	.....	\$1,135 26	.....	.....	.....
170	Ausable.....	1,922 07	643 52	723 85	.....	27 60	.....	227 36	\$2 50	.....	.....
171	Beekmantown.....	4,168 56	513 19	113 35	\$1,073 84	585 28	.....	1,439 10	3 38	.....	.....
172	Black Brook.....	6,034 17	.....	800 00	.....	200 00	.....	483 47	16 53	.....	.....
173	Champlain.....	2,074 10	847 53	821 30	475 40	78 79	\$230 94	716 19	727 67	\$240 18	.....
174	Chazy.....	3,799 29	.....	116 56	.....	213 88	22 15	885 94	7 69	.....	.....
175	Clinton.....	4,389 15	767 60	623 77	15 09	147 27	3 80	769 10	2 10	.....	.....
176	Dannemora.....	2,609 67	232 88	136 83	263 17	90 81	9 19	123 45	21 12	.....	.....
177	Ellenburg.....	5,800 20	910 95	200 00	.....	890 00	10 00	659 88	.....	.....	.....
178	Moorea.....	3,302 67	784 38	886 95	26 47	293 31	36 65	1,070 78	228 14	46 36	.....
179	Peru.....	3,446 81	1,662 66	552 46	.....	172 78	.....	616 72	301 87	.....	.....
180	Plattsburg.....	3,066 44	317 11	300 00	.....	100 00	.....	662 93	367 46	.....	.....
181	Saranac.....	5,644 12	105 38	1,616 01	255 04	300 00	.....	534 71	.....	.....	.....
182	Schuyler Falls.....	2,034 74	285 96	517 48	.....	73 72	.....	411 39	106 70	25 10	.....
	Total.....	\$51,305 98	\$8,091 14	\$7,766 08	\$2,109 01	\$3,424 56	\$312 73	\$9,736 28	\$1,805 16	\$311 64	\$74,038 06

COLUMBIA COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
183	Ancram.....	92	\$931,152	\$10,121	\$132 85	\$2,000 00	\$1,575 00	\$3,707 85	\$745 99	\$331 37	\$1,042 06	.....
184	Austerlits.....	93	359,777	3,868	319 71	1,400 00	1,400 00	3,119 71	447 59	270 21	98 66	.....
185	Canaan.....	80	1,209,103	15,113	40 97	2,500 00	1,250 00	3,790 97	1,684 88	192 54	1,315 09	.....
186	Chatham.....	150	2,212,972	14,753	277 97	6,000 00	3,000 00	9,277 97	612 60	162 00	3,405 64	.....
187	Claverack.....	102	1,714,122	16,805	452 43	4,000 15	2,000 00	6,452 58	2,293 03	529 59	1,823 93	.....
188	Clermont.....	40	788,758	19,718	209 27	2,220 00	1,000 00	3,429 27	950 34	191 81	752 83	.....
189	Copake.....	79	1,119,503	14,170	330 55	3,135 80	1,800 00	5,266 35	1,253 15	318 06	1,318 50	.....
190	Gallatin.....	70	404,850	5,783	290 02	1,945 00	1,750 00	3,985 02	1,060 98	610 11	1,179 00	.....
191	Germanatown.....	39	938,969	24,076	111 57	2,545 07	975 00	3,631 64	100 00	288 34	385 06	.....
192	Ghent.....	112	1,419,749	12,676	408 59	4,500 00	2,800 00	7,708 59	3,027 08	410 00	1,773 32	.....
193	Greenport.....	38	2,507,106	65,976	163 72	2,000 00	1,000 00	3,163 72	150 03	230 58	335 39	.....
194	Hillsdale.....	101	727,833	7,206	343 39	2,600 00	2,080 00	5,023 39	1,702 54	195 42	28 72	.....
195	Kinderhook.....	68	1,059,359	15,578	258 12	2,800 00	1,400 00	4,458 12	2,418 40	435 26	1,259 16	.....
196	Livingston.....	86	939,551	10,925	339 83	2,500 25	1,750 00	4,590 08	648 98	99 75	1,690 07	.....
197	New Lebanon.....	87	661,917	7,608	2,885 69	2,719 03	2,175 00	7,779 72	1,298 78	387 22	767 78	.....
198	Stockport.....	27	1,459,979	54,073	1,024 47	1,000 00	500 00	2,524 47	680 00	83 70	420 83	.....
199	Stuyvesant.....	46	1,811,279	39,375	.....	2,405 00	1,200 00	3,605 00	481 20	152 29	628 85	.....
200	Taghkanic.....	69	408,007	5,913	7 59	1,617 00	1,725 00	3,349 59	519 26	98 06	1,500 00	.....
	Total.....	1,379	.....	.....	\$7,596 74	\$47,887 30	\$29,380 00	\$84,864 04	\$20,074 83	\$4,986 31	\$19,724 89	\$129,650 07

COLUMBIA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
183	Ancram.....	\$2,803 46	\$904 39	\$743 25	\$2 74	\$324 03	\$7 34	\$936 59	\$12 00	\$93 47	.....
184	Austerlitz.....	3,079 35	40 36	417 09	30 50	260 48	9 73	.....	88 05	10 61	.....
185	Canaan.....	3,424 20	366 77	1,304 40	380 48	116 47	76 07	.....	33 00	1 14	.....
186	Chatham.....	8,960 73	317 24	612 60	.....	162 00	.....	1,280 95	73 79	3 56	.....
187	Claverack.....	4,849 03	1,603 55	1,845 20	447 83	209 74	229 85	1,705 55	3 00	115 38	.....
188	Clermont.....	2,641 49	787 78	598 31	352 03	163 34	28 47	97 14	48 00	607 69	.....
189	Copake.....	3,847 90	1,418 45	1,136 38	116 77	276 47	41 59	1,250 35	65	67 50	.....
190	Gallatin.....	2,671 34	1,313 68	806 92	254 06	99 91	510 20	1,087 61	24 00	67 39	.....
191	Germanatown.....	3,391 33	240 31	100 00	.....	288 34	.....	372 72	12 34	.....	.....
192	Ghent.....	7,252 80	455 79	2,321 86	705 22	404 76	5 24	1,748 70	18 25	6 37	.....
193	Greenport.....	2,920 74	242 98	55 23	94 80	199 10	31 48	298 70	26 55	10 14	.....
194	Hillsdale.....	4,353 58	669 81	881 84	820 70	74 31	121 11	.....	5 63	23 09	.....
195	Kinderhook.....	3,810 09	648 03	860 82	1,557 58	353 05	82 21	.....	.....	111 81	.....
196	Livingston.....	3,823 53	766 55	624 26	24 72	53 09	46 66	1,397 16	.....	292 91	.....
197	New Lebanon.....	3,069 81	4,709 91	737 39	561 39	275 41	111 81	767 78	.....	.....	.....
198	Stockport.....	2,129 36	395 11	663 86	16 14	31 75	51 95	420 83	.....	.....	.....
199	Stuyvesant.....	3,407 58	197 42	481 20	.....	62 71	89 58	628 85	.....	.....	.....
200	Taghkanic.....	2,926 64	422 95	114 58	404 68	68 75	29 31	1,483 60	.....	16 40	.....
	Total.....	\$69,362 96	\$15,501 08	\$14,305 19	\$5,769 64	\$3,513 71	\$1,472 60	\$17,952 17	\$345 26	\$1,427 46	\$105,479 29

CORTLAND COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
201	Cincinnatus.....	56	\$511,589	\$9,135	\$513 69	\$1,401 96	\$980 00	\$2,895 65	\$611 81	\$112 34	\$350 00	.....
202	Cortlandville.....	105	1,319,343	12,565	1,194 97	3,005 25	1,800 00	6,000 22	2,701 00	492 01	744 99	.....
203	Cuyler.....	80	521,271	6,515	657 54	1,309 67	1,170 00	3,137 21	600 44	100 00	221 42	.....
204	Freestown.....	55	303,420	5,516	298 53	1,528 00	1,375 00	3,201 53	330 11	592 78	139 18	.....
205	Harford.....	52	312,565	6,010	12 69	1,381 00	1,080 00	2,473 69	1,455 20	100 00	211 13	.....
206	Homer.....	108	1,449,516	13,421	681 70	3,000 00	1,500 00	5,181 70	405 89	477 94	607 80	.....
207	Lapeer.....	45	268,314	5,962	31 95	1,003 32	900 00	1,935 27	300 16	76 07	102 25	.....
208	Marathon.....	49	479,351	9,782	59 73	1,832 91	1,050 00	2,942 64	1,359 32	634 67	318 20	.....
209	Preble.....	57	819,767	14,381	313 87	1,765 00	800 00	2,878 87	542 46	490 19	214 08	.....
210	Scott.....	55	327,253	5,950	192 47	1,200 00	1,080 00	2,472 47	517 01	339 44	196 05	.....
211	Solon.....	58	307,789	5,306	120 02	1,617 00	1,108 80	2,845 82	790 97	75 00	129 85	.....
212	Taylor.....	67	286,827	4,281	980 31	1,675 00	1,675 00	4,330 31	368 90	125 56	435 00	.....
213	Truxton.....	85	570,044	6,706	614 38	1,600 00	1,260 00	3,474 38	478 84	446 87	115 68	.....
214	Vergil.....	108	651,839	6,035	128 76	2,056 95	1,800 00	3,985 71	790 65	265 51	404 82	.....
215	Willet.....	57	310,470	5,446	19 73	1,608 34	1,425 00	3,053 07	735 66	144 69	84 66	.....
	Total.....	1,037	.....	.....	\$5,820 34	\$25,984 40	\$19,003 80	\$50,808 54	\$11,988 42	\$4,473 07	\$4,275 11	\$71,545 14

CORTLAND COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
201	Cincinnati	\$2,267 04	\$628 61	\$611 81		\$112 34		\$205 50	\$141 36	\$3 14	
202	Cortlandville	4,459 99	1,540 23	2,701 00		267 12	\$224 89	680 25	64 74		
203	Cuyler	2,199 67	937 54	598 99	\$1 45	88 45	11 55	200 71	9 67	11 04	
204	Freestown	2,194 75	1,006 78	296 55	33 56	514 30	78 48	82 05	15 00	42 13	
205	Harford	1,863 44	610 25	1,051 76	403 44	78 68	21 32	184 10	26 38	65	
206	Homer	3,720 69	1,461 01	405 89		477 94		467 00	140 80		
207	Lapeer	1,644 91	290 36		300 16	64 19	11 88	95 67	4 50	2 08	
208	Marathon	2,656 66	285 98	1,316 05	43 27	632 16	2 51	304 81	10 40	2 99	
209	Preble	2,058 81	820 06	412 98	129 48	490 19		82 50	44 71	86 87	
210	Scott	2,314 43	158 04	243 15	273 86	318 32	21 12	151 00		45 05	
211	Solon	2,655 05	190 77	653 87	137 10	68 41	6 59	38 59		12 68	
212	Taylor	2,009 99	2,320 32	198 49	170 41	73 40	52 16	3 60		161 45	
213	Truxton	3,411 06	63 32	419 28	59 56	444 66	2 21	109 20	269 95	48	
214	Virgil	3,976 65	9 06	668 50	122 15	265 51		380 10	6 00		
215	Willet	2,628 56	424 51	521 84	213 82	144 69		84 66	24 72		
	Total	\$40,061 70	\$10,746 84	\$10,100 16	\$1,888 26	\$4,040 36	\$432 71	\$3,069 74	\$836 81	\$368 56	\$58,108 77

DELAWARE COUNTY -- RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equalisa- tion	Valuation per mile as basis of State aid	Balances on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
216	Andes.....	165	\$712,284	\$4,316	\$499 43	\$3,523 06	\$3,500 00	\$7,522 48	\$962 30	\$472 00	\$1,121 20	.....
217	Bovine.....	78	689,920	8,845	.....	2,505 65	1,884 82	4,390 17	555 38	250 00	294 67	.....
218	Colchester.....	187	1,259,578	6,785	3 20	6,410 00	4,675 00	11,088 20	2,500 00	500 00	250 00	.....
219	Davenport.....	86	830,828	9,660	.....	2,500 00	2,100 00	4,600 00	3,068 23	126 40	903 92	.....
220	Delhi.....	106	696,045	6,557	2,106 63	3,000 00	2,650 00	7,788 63	1,889 36	370 70	684 83	.....
221	Deposit.....	72	603,183	8,381	84 38	2,250 00	1,800 00	4,184 38	1,463 76	643 00	205 89	.....
222	Franklin.....	156	1,375,119	8,814	59 86	4,007 75	3,200 00	7,267 61	1,239 14	504 15	1,424 77	.....
223	Hamden.....	92	734,778	7,986	177 25	2,500 00	2,000 00	4,577 25	1,153 75	319 69	845 69	.....
224	Hancock.....	226	1,642,177	7,286	2 37	9,000 00	5,650 00	14,652 37	2,025 63	500 00	1,502 08	.....
225	Harpersfield.....	81	525,645	6,489	635 86	2,000 00	1,800 00	4,435 86	489 28	200 31	1,430 53	.....
226	Kortright.....	131	979,345	7,521	664 93	3,500 00	2,800 00	6,984 93	919 97	301 38	1,230 66	.....
227	Masonville.....	92	445,193	4,839	147 18	2,300 00	2,300 00	4,747 18	172 29	128 14	468 94	.....
228	Meredith.....	113	857,676	7,580	426 80	3,037 50	2,400 00	5,864 30	900 00	500 00	553 30	.....
229	Middletown.....	156	1,173,600	7,523	336 44	4,875 00	3,900 00	9,111 44	1,272 76	418 09	1,714 64	.....
230	Rocksbury.....	141	1,371,098	9,724	23 33	4,102 00	2,870 00	6,995 33	1,010 36	271 58	500 00	.....
231	Sidney.....	92	996,209	10,828	95 55	3,786 00	2,300 00	6,181 55	1,872 66	508 48	1,081 56	.....
232	Stamford.....	73	696,613	9,541	263 61	2,837 92	1,825 00	4,946 53	1,894 56	500 00	228 39	.....
233	Tompkins.....	162	827,856	5,110	87 02	3,200 00	2,880 00	6,117 02	400 00	200 00	512 11	.....
234	Walton.....	149	1,157,053	7,765	10	4,660 50	3,725 00	8,385 60	3,897 87	600 16	2,195 26	.....
	Total.....	2,358	.....	.....	\$5,585 94	\$69,995 37	\$54,259 52	\$129 840 88	\$24,627 30	\$7,309 09	\$16,147 94	\$177,925 16

DELAWARE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
216	Andes.....	\$6,704 52	\$817 96	\$953 56	\$8 74	\$468 04	\$2 96	\$625 67	\$440 99	\$54 54	.....
217	Bovina.....	3,252 72	1,137 45	555 38	.....	222 26	27 74	257 25	37 42	.....	.....
218	Colchester.....	10,529 65	558 55	2,428 90	71 10	500 00	.....	88 90	139 65	21 45	.....
219	Davenport.....	4,598 63	1 37	2,743 80	324 43	105 22	.....	850 05	39 25	14 62	.....
220	Delhi.....	5,504 56	2,254 07	1,334 27	55 09	294 09	76 61	575 55	104 61	4 67	.....
221	Deposit.....	3,765 45	368 93	435 23	28 53	643 00	.....	93 39	112 00	.....	.....
222	Franklin.....	6,079 98	1,187 63	1,206 21	32 93	410 97	93 18	1,138 50	146 64	139 63	.....
223	Hamden.....	4,050 02	627 23	755 37	398 38	194 56	125 13	440 36	327 50	77 83	.....
224	Hancock.....	14,287 46	364 91	2,025 63	.....	399 20	100 86	844 52	636 65	20 91	.....
225	Harpersfield.....	3,677 89	757 97	281 73	207 55	166 09	34 22	427 15	.....	3 38	.....
226	Kortright.....	5,564 05	1,400 88	865 53	54 44	271 72	29 66	888 66	342 00	.....	.....
227	Masonville.....	3,647 12	1,100 06	145 72	26 57	128 14	.....	459 94	9 00	.....	.....
228	Meredith.....	4,515 94	1,348 36	813 09	86 91	402 44	97 56	527 30	26 00	.....	.....
229	Middletown.....	7,858 52	1,252 92	989 93	282 83	270 64	147 45	485 45	1,158 96	70 23	.....
230	Rocksburg.....	5,996 25	999 08	858 44	151 92	138 35	133 18	384 80	85 58	29 62	.....
231	Sidney.....	5,932 00	249 55	1,725 12	147 54	350 23	153 25	671 06	410 50	.....	.....
232	Stamford.....	4,264 33	682 20	829 97	4 59	354 70	145 30	83 13	144 80	46	.....
233	Tompkins.....	5,439 91	677 11	223 54	176 46	163 55	36 45	483 51	21 00	7 60	.....
234	Walton.....	7,861 71	523 89	3,397 87	.....	599 84	32	718 01	1,477 25	.....	.....
	Total.....	\$113,530 71	\$16,310 12	\$22,569 29	\$2,058 01	\$6,084 04	\$1,225 05	\$10,043 20	\$5,659 80	\$444 94	\$157,887 04

DUTCHESS COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
235	Amenia.....	73	\$1,392,016	\$19,068	.....	\$4,072 00	\$1,825 00	\$5,897 00	\$1,320 22	\$370 76	\$593 70	.....
236	Beekman.....	54	802,934	14,869	.....	2,100 00	900 00	3,000 00	1,312 75	417 61	1,767 18	.....
237	Clinton.....	90	893,297	9,925	\$178 44	2,528 40	1,750 00	4,456 84	745 75	240 33	1,760 26	.....
238	Dover.....	87	1,382,968	15,896	956 32	5,800 00	1,900 00	8,656 32	1,220 61	676 11	663 37	.....
239	East Fishkill.....	103	1,393,225	13,526	.....	3,842 65	1,750 00	5,592 65	1,285 30	238 42	2,037 81	.....
240	Fishkill.....	64	1,491,886	23,310	325 67	3,100 00	1,550 00	4,975 67	615 75	148 76	476 42	.....
241	Hyde Park.....	85	3,584,403	42,169	.....	7,223 92	3,584 40	10,808 32	570 86	717 62	1,444 02	.....
242	La Grange.....	93	1,022,214	10,991	178 36	3,000 00	2,100 00	5,278 36	941 92	100 00	1,169 26	.....
243	Milan.....	86	435,097	5,059	284 18	1,400 00	1,260 00	2,944 18	155 50	135 72	871 11	.....
244	North East.....	86	1,346,257	15,654	112 16	3,441 78	1,850 00	5,403 94	600 00	210 65	1,277 08	.....
245	Pawling.....	86	1,477,038	17,174	323 50	5,000 00	2,150 00	7,473 50	2,000 00	831 50	1,141 36	.....
246	Pine Plains.....	61	1,020,608	16,731	445 68	1,400 00	700 00	2,545 68	1,850 00	89 28	683 47	.....
247	Pleasant Valley.....	76	750,204	9,871	279 11	2,209 85	1,540 00	4,028 96	513 11	123 12	1,449 28	.....
248	Poughkeepsie.....	72	5,481,448	76,131	.....	11,003 00	5,481 44	16,484 44	1,115 51	500 00	891 23	.....
249	Red Hook.....	76	2,423,095	31,882	9 90	5,049 88	2,423 09	7,482 87	600 00	742 25	1,150 00	.....
250	Rhinebeck.....	85	3,494,678	41,113	88 76	9,411 90	3,494 50	12,995 16	636 46	570 13	1,544 55	.....
251	Stamford.....	99	1,444,993	14,595	13 63	4,828 64	2,375 00	7,217 27	662 16	388 99	2,367 59	.....
252	Union Vale.....	79	502,181	6,356	367 59	1,845 00	1,975 00	4,187 59	884 88	250 00	188 85	.....
253	Wappinger.....	57	1,500,301	26,321	467 12	3,500 00	1,500 30	5,467 42	1,393 17	242 21	719 86	.....
254	Washington.....	105	1,996,738	19,016	2,098 70	5,250 00	2,625 00	9,973 70	913 50	1,200 00	2,703 55	.....
	Total.....	1,617	.....	.....	\$6,129 12	\$86,007 02	\$42,733 73	\$134,869 87	\$19,337 45	\$8,173 46	\$24,899 95	\$187,280 73

DUTCHESS COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
235	Amenia.....	\$4,696 84	\$1,200 16	\$1,320 22	.....	\$228 78	\$141 98	\$497 78	\$10 00	\$85 92	.....
236	Beekman.....	2,941 69	58 31	1,245 65	\$67 10	417 61	.....	749 77	758 60	258 81	.....
237	Clinton.....	3,960 47	496 37	538 28	207 47	200 56	39 77	1,654 87	105 39	.....	.....
238	Dover.....	7,860 35	795 97	857 85	362 76	505 95	170 16	638 94	11 00	13 43	.....
239	East Fishkill.....	5,544 07	48 58	1,111 31	173 99	238 42	.....	1,169 34	856 88	11 59	.....
240	Fishkill.....	4,611 48	364 19	604 25	11 50	116 30	32 46	476 42	.....	.....	.....
241	Hyde Park.....	10,236 34	571 98	241 51	329 35	717 62	.....	1,220 10	223 92	.....	.....
242	La Grange.....	4,487 28	791 08	879 67	62 25	98 52	6 48	1,040 45	36 53	92 28	.....
243	Milan.....	2,756 13	188 05	112 67	42 83	88 41	47 31	863 60	.....	7 51	.....
244	North East.....	4,664 60	789 34	548 06	51 94	164 27	46 38	1,051 90	27 00	198 18	.....
245	Pawling.....	7,169 21	304 29	283 78	1,716 22	277 27	554 23	885 95	58 06	197 35	.....
246	Pine Plains.....	2,315 83	229 85	1,751 04	98 96	66 70	2 58	683 47	.....	.....	.....
247	Pleasant Valley.....	3,666 91	362 05	1,189 95	323 16	68 10	55 02	1,261 15	2 00	186 13	.....
248	Poughkeepsie.....	11,768 13	4,716 31	635 01	480 50	474 79	25 21	285 85	14 00	591 38	.....
249	Red Hook.....	7,149 63	333 24	408 45	191 55	710 85	31 40	1,016 95	132 25	80	.....
250	Rheinbeck.....	10,565 64	2,429 52	360 00	276 46	433 91	136 22	1,538 55	6 00	.....	.....
251	Stanford.....	7,208 17	9 10	311 19	350 97	388 99	.....	1,389 95	977 64	.....	.....
252	Union Vale.....	3,799 94	387 65	731 38	153 50	215 55	34 45	105 00	80 17	3 68	.....
253	Wappinger.....	4,546 78	920 64	863 84	529 33	174 76	67 45	500 57	17 00	202 29	.....
254	Washington.....	7,719 77	2,253 93	881 52	531 98	1,200 00	.....	1,430 05	1,273 50	.....	.....
	Total.....	\$117,669 26	\$17,200 61	\$13,375 63	\$5,961 82	\$6,782 36	\$1,391 10	\$18,460 66	\$4,589 94	\$1,849 85	\$160,877 85

ERIE COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
255	Alden.....	58	\$1,775,855	\$30,618	\$385 09	\$3,651 10	\$1,775 85	\$5,812 64	\$750 00	\$204 35	\$331 70	.....
256	Amherst.....	108	3,785,808	35,053	1,459 10	7,630 00	3,785 80	12,874 90	5,031 41	419 48	933 62	.....
257	Aurora.....	76	1,183,980	15,578	316 52	3,175 63	1,583 50	5,075 65	3,602 33	253 00	2,539 40	.....
258	Boston.....	72	883,165	12,266	99 84	2,002 06	1,200 00	3,301 90	271 42	92 65	236 35	.....
259	Brant.....	41	1,328,190	32,394	217 95	2,050 29	1,025 00	3,293 17	4,105 02	139 85	259 90	.....
260	Cheektowaga.....	75	4,277,280	57,030	5,433 12	8,804 56	4,277 28	18,515 01	5,520 31	869 54	1,138 10	.....
261	Clarence.....	121	1,601,261	13,283	489 12	4,582 34	2,291 17	7,362 63	650 00	101 58	484 67	.....
262	Colden.....	64	690,681	10,793	379 59	1,957 78	1,330 00	3,667 37	726 58	413 01	285 79	.....
263	Collins.....	97	1,424,347	14,684	83 92	2,521 00	1,250 00	3,854 92	3,311 89	98 99	352 00	.....
264	Concord.....	122	1,354,794	11,104	1,663 82	5,086 33	3,050 00	9,800 15	9,405 63	763 84	1,499 51	.....
265	East Hamburg.....	82	2,022,486	24,684	2,618 82	6,000 00	2,050 00	10,568 82	4,106 82	465 41	849 09	.....
266	Eden.....	76	1,634,092	21,501	1,342 06	3,000 00	1,500 00	5,842 05	412 92	399 60	482 63	.....
267	Elma.....	76	1,650,081	20,396	1,394 53	4,291 57	1,900 00	7,586 10	3,134 66	248 88	1,219 57	.....
268	Evans.....	82	2,713,289	33,089	24 48	4,371 79	2,050 00	6,446 27	1,283 35	344 70	776 96	.....
269	Grand Island.....	56	1,351,917	24,141	1,074 10	4,000 00	1,400 00	6,474 10	600 09	165 62	188 75	.....
270	Hamburg.....	83	3,361,486	40,499	2,336 07	9,119 92	3,361 48	14,817 47	2,968 73	1,165 69	621 17	.....
271	Holland.....	58	848,316	14,626	473 62	2,100 02	1,050 00	3,623 64	1,200 00	100 00	706 04	.....
272	Lancaster.....	72	2,285,596	31,744	297 32	5,016 00	2,285 59	7,598 91	4,903 00	267 48	1,133 70	.....
273	Marilla.....	53	715,770	13,503	631 64	1,874 17	900 00	3,405 81	1,391 21	73 80	569 86	.....
274	Newstead.....	104	1,771,490	17,033	118 45	5,200 00	2,600 00	7,918 45	1,024 43	419 80	648 90	.....
275	North Collins.....	78	1,225,480	15,711	960 05	2,725 25	1,850 00	5,035 30	833 54	287 10	402 62	.....
276	Sardinia.....	74	1,122,361	15,167	1,061 83	2,826 59	1,400 00	5,288 42	4,305 57	288 01	999 82	.....
277	Tonawanda.....	37	4,197,046	113,438	50 80	6,007 00	3,000 00	9,057 80	1,069 75	421 06	517 05	.....
278	Wales.....	59	815,261	13,818	.....	2,995 59	1,050 00	4,045 59	4,298 33	283 52	958 65	.....
279	West Seneca.....	59	3,673,721	62,266	809 42	6,804 06	3,000 00	10,612 48	1,800 07	605 65	1,166 45	.....
	Total.....	1,883	.....	.....	\$23,621 90	\$107,792 98	\$50,465 67	\$181,890 56	\$66,727 06	\$8,842 61	\$19,303 33	\$276,753 55

ERIE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
255	Alden.....	\$4,731 36	\$1,081 28	\$750 00	.....	\$122 43	\$81 92	\$325 70	\$6 00	.....	.....
256	Amherst.....	11,202 64	1,672 26	4,928 35	\$103 06	260 53	158 95	629 87	113 29	\$190 46	.....
257	Aurora.....	4,015 81	1,059 84	3,602 33	.....	253 00	.....	700 22	1,839 18	.....	.....
258	Boston.....	3,264 22	37 68	219 27	52 15	90 08	2 57	207 84	9 18	19 33	.....
259	Brant.....	2,642 23	650 94	2,884 86	1,220 16	103 03	37 82	90 50	10 50	158 90	.....
260	Cheektowaga.....	15,911 82	2,603 19	3,842 31	1,678 00	305 59	563 95	1,063 10	75 00	.....	.....
261	Clarence.....	6,342 93	1,019 70	650 00	.....	101 58	.....	484 67	.....	.....	.....
262	Colden.....	3,480 69	186 68	721 29	5 29	382 00	31 01	216 96	44 06	24 77	.....
263	Collins.....	3,403 93	450 99	3,311 89	.....	98 99	.....	326 87	26 13	.....	.....
264	Concord.....	5,918 62	3,881 53	7,972 64	1,432 99	513 14	250 70	1,117 73	355 84	25 94	.....
265	East Hamburg.....	8,738 47	1,830 35	1,308 78	2,798 04	452 19	13 22	812 09	37 00	.....	.....
266	Eden.....	4,061 12	1,780 93	412 92	.....	399 60	.....	201 06	281 57	.....	.....
267	Elma.....	5,784 87	1,801 23	3,039 08	95 58	178 83	70 05	724 46	473 64	21 47	.....
268	Evans.....	5,004 75	1,441 52	1,283 35	.....	344 70	.....	136 43	590 65	49 88	.....
269	Grand Island.....	4,980 21	1,493 89	1,07 44	492 65	160 85	4 77	184 26	.....	4 49	.....
270	Hamburg.....	10,568 65	4,248 82	2,953 52	15 21	1,158 61	7 08	611 16	.....	10 01	.....
271	Holland.....	2,252 19	1,371 45	520 29	679 71	85 43	14 57	643 84	62 20	.....	.....
272	Lancaster.....	7,595 56	3 35	4,641 42	261 58	56 30	211 18	851 50	282 20	.....	.....
273	Marilla.....	3,268 16	137 65	1,391 21	.....	73 80	.....	479 55	90 31	.....	.....
274	Newstead.....	5,360 56	2,557 89	550 65	473 78	2 00	417 80	648 90	.....	.....	.....
275	North Collins.....	4,021 19	1,014 11	823 91	9 63	194 76	92 34	274 18	118 66	9 78	.....
276	Sardinia.....	3,909 38	1,379 04	4,295 96	9 61	151 32	136 69	529 00	32 64	438 18	.....
277	Tonawanda.....	8,914 95	142 85	1,083 61	6 14	421 06	.....	489 05	28 00	.....	.....
278	Wales.....	4,045 59	.....	4,298 33	.....	233 52	.....	564 45	394 20	.....	.....
279	West Seneca.....	9,049 58	1,203 90	1,624 75	175 32	555 75	49 90	925 21	201 01	40 26	.....
	Total.....	\$148,829 48	\$33,051 07	\$57,218 16	\$9,508 90	\$6,698 09	\$2,144 52	\$13,238 60	\$5,071 26	\$993 47	\$231,055 59

Essex County — RECEIPTS

Num-ber of towns	TOWNS	Num-ber of miles of high-ways	Valuation of towns outside of villages, including county and State equaliza-tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro-riated for highways	Amount received as State aid	Total available for high-ways in 1916	Amount collected and appro-riated for bridges	Amount col-lected and appropri-ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri-ated for snow and miscel-laneous purposes	Total re-ceived for all highway purposes
280	Chesterfield.....	96	\$880,088	\$9,167	\$518 36	\$3,749 43	\$2,400 00	\$6,667 79	\$688 01	\$250 00	\$2,343 20	.....
281	Crown Point.....	112	818,894	7,311	117 32	3,504 63	2,800 00	6,421 95	1,293 50	200 00	773 75	.....
282	Elizabethtown.....	56	671,835	11,997	.....	1,663 58	720 00	2,383 58	500 00	113 87	300 00	.....
283	Essex.....	63	877,055	13,921	1,227 92	1,600 50	800 00	3,628 42	725 63	409 03	1,092 75	.....
284	Jay.....	84	827,196	9,847	3 15	2,500 00	1,750 00	4,253 15	1,206 21	375 30	1,305 92	.....
285	Keene.....	79	709,505	8,981	110 62	4,148 30	1,975 00	6,233 92	1,333 20	200 12	2,190 59	.....
286	Lewis.....	93	331,025	3,559	46	1,500 70	1,500 00	3,001 16	862 92	111 63	1,559 12	.....
287	Minerva.....	92	403,175	4,382	.....	1,900 00	1,900 00	3,800 00	400 00	100 00	2,060 00	.....
288	Moriah.....	95	3,717,631	37,132	3 36	6,728 00	3,000 00	9,731 36	1,627 81	501 00	2,565 83	.....
289	Newcomb.....	41	406,070	9,904	.....	1,500 00	1,025 00	2,525 00	1,419 54	188 29	1,103 89	.....
290	North Elba.....	54	1,588,637	29,419	.....	8,800 03	1,588 63	10,388 66	852 62	790 39	2,076 85	.....
291	North Hudson.....	54	440,696	8,161	64 41	2,014 00	1,350 00	3,428 41	458 88	100 64	1,743 15	.....
292	St. Armond.....	23	270,394	11,756	809 85	600 00	360 00	1,769 85	50 00	61 05	484 65	.....
293	Schroon.....	77	543,218	7,054	149 41	2,000 00	1,600 00	3,749 41	664 51	255 18	1,076 45	.....
294	Ticonderoga.....	100	1,379,833	13,798	509 06	7,047 95	2,500 00	10,057 01	1,189 07	750 00	2,428 89	.....
295	Westport.....	72	991,742	13,774	17 50	1,819 46	900 00	2,736 96	914 80	180 83	1,008 07	.....
296	Willsboro.....	60	1,039,908	17,331	.....	3,035 75	1,500 00	4,535 75	396 71	150 00	1,236 14	.....
297	Wilmington.....	40	145,159	3,628	24 19	1,000 00	1,000 00	2,024 19	391 34	51 15	710 54	.....
	Total.....	1,291	.....	.....	\$3,555 61	\$55,112 33	\$28,668 63	\$87,336 57	\$14,974 75	\$4,788 48	\$26,059 79	\$133,159 59

ESSEX COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
280	Chesterfield	\$6,667 79		\$688 01		\$136 19	\$113 81	\$500 72	\$1,320 31	\$522 17	
281	Crown Point	6,260 16	\$161 79	1,293 50		200 00		417 37	350 55	5 83	
282	Elisabethtown	2,383 58		262 38	\$237 62	107 86		176 35	80 43	43 22	
283	Essex	2,719 50	908 92	690 75	34 88	376 28	32 75	558 18	401 00	133 57	
284	Jay	3,957 22	295 93	1,206 21		375 30		356 95	844 88	104 09	
285	Keene	6,233 92		1,323 50	9 70	200 12		892 56	1,253 35	44 68	
286	Lewis	2,982 69	18 47	857 92	5 00	74 71	36 92	509 99	1,049 13		
287	Minerva	3,564 94	235 06	388 82	11 18	85 45	14 55	1,613 35	91 00	355 65	
288	Moriah	9,710 18	21 18	591 27	1,036 54	213 94	287 06	430 12	1,536 92	598 79	
289	Newcomb	2,289 60	235 40	1,419 54		188 29		777 00	231 37	95 52	
290	North Elba	10,388 66		852 62		790 39		596 04	1,439 48	41 33	
291	North Hudson	3,415 11	13 30	291 50	167 38	52 93	47 71	393 95	918 85	430 35	
292	St. Armond	1,079 62	690 23	28 75	21 25	61 05		65 50	300 16	118 99	
293	Schroon	3,662 58	86 83	664 51		255 18		516 00	447 75	112 70	
294	Ticonderoga	10,057 01		1,018 31	170 76	664 49	85 51	624 59	1,704 96	99 34	
295	Westport	2,736 96		914 80		180 83		268 93	1,715 73	23 41	
296	Willboro	3,947 33	588 42	396 71		149 89		270 78	646 34	319 02	
297	Wilmington	1,939 38	84 81	267 50	123 84	51 15		113 54	597 00		
	Total	\$83,996 23	\$3,340 34	\$13,156 60	\$1,818 15	\$4,164 05	\$624 43	\$9,081 92	\$13,929 21	\$3,048 66	\$124,328 01

FRANKLIN COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
298	Altamont.....	\$1,501 39	\$3,948 32	\$28 96	.....	\$67 82	\$99 97	\$288 86	.....	.....	.....
299	Bangor.....	5,136 16	241 10	209 58	\$1,792 67	1,256 74	2 83	615 67	\$409 00	\$187 86	.....
300	Belmont.....	3,232 17	519 86	537 98	212 02	1,115 61	.....	774 53	54 46	.....	.....
301	Bombay.....	3,925 50	.....	308 42	126 30	1,004 66	.....	387 27	286 72	.....	.....
302	Brandon.....	1,906 37	41 51	150 00	1 64	54 61	1 49	463 83	.....	4 94	.....
303	Brighton.....	21,593 87	572 13	27 71	202 01	330 80	.....	784 62	.....	.....	.....
304	Burke.....	3,772 25	4 13	408 51	185 42	734 84	55 09	580 15	.....	.....	.....
305	Chateaugay.....	3,887 00	1,393 37	305 85	1,094 16	644 18	.....	954 03	96 06	93 19	.....
306	Constable.....	2,279 59	9 91	973 25	21 65	100 00	.....	382 56	7 44	.....	.....
307	Dickinson.....	1,917 12	201 84	451 29	89 04	77 50	32 50	400 00	.....	31 51	.....
308	Duane.....	1,943 39	56 61	748 93	.....	56 43	2 92	389 39	495 40	255 09	.....
309	Fort Covington.....	3,591 09	14 16	1,799 11	316 84	611 35	1 76	257 29	.....	.....	.....
310	Franklin.....	10,607 83	327 39	870 76	829 24	1,036 17	.....	926 65	1,577 92	256 09	.....
311	Harrietstown.....	10,802 01	.....	524 16	.....	917 57	.....	913 00	1,235 28	.....	.....
312	Malone.....	8,610 41	19 37	2,438 83	28 42	417 03	.....	2,202 30	68 70	18 69	.....
313	Moir.....	4,159 31	419 21	1,355 93	1,035 76	139 12	65 84	381 82	202 17	238 73	.....
314	Santa Clara.....	5,896 79	408 90	1,939 32	.....	1,105 46	264 54	262 63	180 34	840 02	.....
315	Waverly.....	4,107 16	180 41	236 33	64 55	240 46	.....	411 12	588 88	.....	.....
316	Westville.....	2,471 25	1 00	664 18	71 94	45 72	8 37	338 84	.....	10 07	.....
	Total.....	\$101,340 66	\$8,359 22	\$13,979 10	\$6,071 66	\$8,956 07	\$535 31	\$11,714 06	\$5,202 97	\$1,936 19	\$141,192 86

FULTON COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
317	Bleecker.....	47	\$95,083	\$2,023	\$2 94	\$900 00	\$1,100 00	\$2,002 94	\$1,305 50	\$281 01	\$1,000 98	.....
318	Broadalbin.....	73	704,924	9,656	.....	1,803 00	1,437 42	3,240 42	1,175 00	135 82	1,585 78	.....
319	Caroga.....	45	139,632	3,102	.....	800 00	1,125 00	1,925 00	87 64	100 00	1,727 33	.....
320	Ephratah.....	70	552,234	7,889	.....	1,588 00	1,750 00	4,278 84	1,937 98	218 15	1,405 42	.....
321	Johnstown.....	151	1,315,391	8,711	940 84	3,000 00	3,200 00	6,590 54	1,359 91	726 59	2,029 02	.....
322	Mayfield.....	91	540,718	5,941	380 54	2,000 00	2,250 00	4,316 49	656 15	100 00	1,900 43	.....
323	North Hampton..	59	365,935	6,202	66 49	1,733 53	1,475 00	3,213 85	1,049 74	50 00	999 00	.....
324	Oppenheim.....	106	336,966	3,178	5 32	1,600 00	1,600 00	3,225 51	1,202 23	107 03	1,141 75	.....
325	Perth.....	59	397,930	6,744	25 51	1,000 00	900 00	1,909 48	579 78	17 25	1,087 43	.....
326	Stratford.....	68	171,926	2,528	9 48	950 00	950 00	2,042 02	813 64	147 10	305 07	.....
	Total.....	769	.....	.....	\$1,573 14	\$15,374 53	\$15,787 42	\$32,735 09	\$10,167 57	\$1,882 95	\$12,182 21	\$56,967 82

FULTON COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair in storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
317	Bleecker.....	\$1,978 91	\$24 03	\$1,249 73	\$55 77	\$281 01	.....	\$980 27	\$20 71	.....	.....
318	Broadalbin.....	3,060 29	180 13	1,065 78	109 22	135 82	.....	1,551 85	13 81	\$20 12	.....
319	Caroga.....	1,714 44	210 56	87 64	.....	46 47	.....	691 13	35 00	1 20	.....
320	Ephratah.....	1,635 54	2,643 30	1,893 32	44 66	218 15	\$53 53	1,393 42	12 00	.....	.....
321	Johnstown.....	4,778 22	1,802 32	616 49	743 42	720 61	.....	1,934 08	56 90	39 04	.....
322	Mayfield.....	4,169 59	146 90	437 85	218 30	100 00	5 98	1,778 39	123 04	.....	.....
323	North Hampton.....	3,188 75	25 10	883 15	166 59	45 70	4 30	858 93	108 00	32 07	.....
324	Oppenheim.....	3,132 41	93 10	1,034 15	168 08	99 12	7 91	971 50	166 00	4 25	.....
325	Perth.....	1,894 45	15 03	529 58	50 20	.....	17 25	1,064 93	22 50	.....	.....
326	Stratford.....	1,891 28	150 64	813 64	.....	147 10	.....	241 20	63 87	.....	.....
	Total.....	\$27,443 08	\$5,291 11	\$8,611 33	\$1,556 24	\$1,793 98	\$88 97	\$11,465 70	\$619 83	\$96 68	\$49,934 82

GENESEE COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equalisa- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
327	Alabama.....	74	\$1,414,364	\$19,113	\$41 72	\$4,000 00	\$1,850 00	\$5,891 72	\$2,718 94	\$1,060 32	\$1,516 20	.....
328	Alexander.....	64	1,185,997	18,531	463 45	4,604 55	1,600 00	6,668 00	4,058 09	200 00	1,065 36	.....
329	Batavia.....	88	3,144,158	35,729	362 62	7,410 88	3,000 00	10,773 50	2,755 12	495 10	2,034 00	.....
330	Bergen.....	52	1,021,584	19,645	108 93	2,703 22	1,300 00	4,112 15	1,474 39	616 18	1,066 47	.....
331	Bethany.....	69	1,173,892	17,012	292 23	3,450 00	1,725 00	5,467 23	1,064 90	555 63	1,087 04	.....
332	Byron.....	71	1,658,612	23,360	895 99	3,550 00	1,775 00	6,220 99	1,025 42	330 82	1,146 91	.....
333	Darien.....	92	1,856,595	20,180	381 57	4,600 00	2,300 00	7,281 57	6,650 00	941 74	1,353 47	.....
334	Elba.....	59	951,122	16,120	.....	2,950 00	1,475 00	4,425 00	1,290 29	3,131 12	1,707 02	.....
335	Leroy.....	77	1,835,433	23,836	1,892 50	3,850 00	1,925 00	7,667 50	2,246 63	731 55	1,261 52	.....
336	Oakfield.....	40	1,033,611	25,840	148 92	2,067 00	1,033 50	3,249 42	4,006 65	969 85	760 81	.....
337	Pavilion.....	83	2,148,047	25,880	815 13	3,500 00	1,750 00	6,065 13	1,196 26	582 91	1,319 35	.....
338	Pembroke.....	78	1,321,101	16,937	267 78	3,900 00	1,950 00	6,117 78	822 57	342 93	1,250 92	.....
339	Stafford.....	73	1,607,328	22,018	433 27	8,650 00	1,825 00	5,908 27	1,486 91	318 45	1,625 49	.....
	Total.....	920	.....	.....	\$6,104 11	\$50,235 65	\$23,508 50	\$79,848 26	\$30,796 17	\$10,226 60	\$17,193 58	\$138,064 59

GENESEE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
327	Alabama.....	\$5,395 22	\$496 50	\$513 45	\$2,205 49	\$231 51	\$828 81	\$1,266 44	\$172 02	\$77 74	.....
328	Alexander.....	6,668 00	.....	4,058 09	.....	200 00	.....	876 75	188 61	.....	.....
329	Batavia.....	10,754 05	19 45	2,755 12	.....	172 57	322 53	1,940 50	93 50	.....	.....
330	Bergen.....	4,018 54	93 61	1,418 51	55 88	613 77	2 41	1,021 12	38 40	6 95	.....
331	Bethany.....	5,280 10	187 13	762 80	302 10	220 49	335 14	1,064 11	3 00	19 93	.....
332	Byron.....	5,749 86	471 13	1,025 42	.....	298 74	32 08	1,035 33	111 58	.....	.....
333	Darien.....	5,300 66	1,980 91	4,972 51	1,677 49	935 91	5 83	948 15	307 29	98 03	.....
334	Elba.....	4,315 93	109 07	544 95	745 34	3,131 12	.....	1,586 84	120 18	.....	.....
335	Leroy.....	6,195 61	1,471 89	2,209 34	37 29	723 50	8 05	1,228 55	21 00	11 97	.....
336	Oakfield.....	2,333 80	915 62	3,952 92	53 73	988 70	1 15	734 48	.....	26 33	.....
337	Pavilion.....	5,586 74	478 39	1,196 26	.....	532 91	.....	1,310 35	9 00	.....	.....
338	Pembroke.....	5,257 89	859 89	673 57	149 00	268 41	74 52	949 05	230 08	71 79	.....
339	Stafford.....	5,279 29	628 98	1,486 91	.....	318 45	.....	1,356 10	266 64	1 75	.....
	Total.....	\$72,135 69	\$7,712 57	\$25,569 85	\$5,226 32	\$8,616 08	\$1,610 52	\$15,317 77	\$1,561 30	\$314 49	\$123,200 69

GREENE COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
340	Ashland.....	39	\$242,064	\$6,206	\$266 56	\$700 00	\$630 00	\$1,596 56	\$321 64	\$41 34	\$12 00	.....
341	Athens.....	52	699,390	13,449	24 03	1,800 00	900 00	2,724 03	272 06	82 05	668 85	.....
342	Cairo.....	126	923,664	7,330	114 82	2,500 00	2,000 00	4,614 82	886 51	455 50	435 76	.....
343	Catakill.....	115	2,531,540	22,013	174 30	5,827 05	2,800 00	8,801 35	1,875 49	300 13	1,481 39	.....
344	Coxsackie.....	82	1,263,784	15,412	284 49	4,255 62	2,050 00	6,590 11	957 87	627 81	1,253 17	.....
345	Durham.....	126	774,650	6,148	147 83	3,000 00	2,700 00	5,847 83	1,238 91	300 00	2,016 30	.....
346	Greenville.....	101	799,652	7,917	110 17	2,500 00	2,000 00	4,610 17	1,081 47	297 89	2,073 11	.....
347	Halcott.....	27	80,067	2,965	61	600 00	600 00	1,200 61	156 71	45 22	66 69	.....
348	Hunter.....	58	1,242,375	21,420	442 27	11,491 78	1,450 00	13,384 05	4,298 36	800 00	3,625 02	.....
349	Jewett.....	70	203,841	2,912	.....	1,500 00	1,750 00	3,250 00	928 00	75 00	9 00	.....
350	Lexington.....	70	300,382	4,291	237 91	1,750 00	1,750 00	3,737 91	1,123 68	101 48	500 00	.....
351	New Baltimore.....	96	1,331,864	13,873	4 59	3,500 00	1,750 00	5,254 59	416 86	212 40	2,070 56	.....
352	Prattsville.....	37	162,675	4,396	65 23	700 00	700 00	1,465 23	788 84	26 11	27 51	.....
353	Windham.....	63	433,683	6,883	110 57	1,400 00	1,260 00	2,770 57	462 07	79 05	336 74	.....
	Total.....	1062	.....	.....	\$1,983 38	\$41,524 45	\$22,340 00	\$65,847 83	\$14,806 47	\$3,443 98	\$14,576 10	\$98,674 38

GREENE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair in storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
340	Ashland.....	\$1,352 90	\$243 66	\$103 81	\$217 83	\$35 18	\$6 16	.....	\$12 00	.....	.....
341	Athens.....	2,689 56	34 47	261 34	10 72	82 05	.....	668 85	.....	.....	.....
342	Cairo.....	4,392 28	222 54	886 51	.....	455 50	.....	414 76	21 00	.....	.....
343	Catakill.....	7,280 18	1,521 17	1,145 20	730 29	283 44	16 69	1,098 14	370 19	13 06	.....
344	Coxsackie.....	6,518 52	71 59	794 41	163 46	178 98	448 83	1,230 60	10 62	11 95	.....
345	Durham.....	5,335 28	512 55	1,175 90	63 01	287 51	12 49	2,004 30	12 00	.....	.....
346	Greenville.....	3,687 44	922 73	726 25	355 22	266 79	31 10	2,013 11	9 00	51 00	.....
347	Halcott.....	1,194 30	6 31	112 73	43 98	43 62	1 60	.....	56 36	10 33	.....
348	Hunter.....	13,379 45	4 60	4,190 18	108 18	794 44	5 56	1,427 95	21,178 70	18 37	.....
349	Jewett.....	3,186 83	63 17	917 28	10 72	70 98	4 02	.....	6 00	3 00	.....
350	Lexington.....	3,183 94	553 97	1,122 68	1 00	99 40	2 08	293 05	186 82	71 13	.....
351	New Baltimore.....	4,696 74	557 85	61 90	354 96	189 62	23 78	.....	2,070 56	.....	.....
352	Prattsville.....	1,078 22	287 01	784 24	2 20	23 87	2 24	14 90	12 20	31	.....
353	Windham.....	2,352 03	418 54	368 77	98 80	48 57	30 48	244 16	12 00	80 58	.....
	Total.....	\$60,327 67	\$5,520 16	\$12,651 20	\$2,155 17	\$2,859 95	\$584 03	\$9,409 82	\$4,906 55	\$259 73	\$90,155 29

HAMILTON COUNTY — RECEIPTS

Num-ber of towns	TOWNS	Num-ber of miles of high-ways	Valuation of towns outside of villages, including county and State equaliza-tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro-riated for highways	Amount received as State aid	Total available for high-ways in 1916	Amount collected and appro-riated for bridges	Amount col-lected and appropri-ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri-ated for snow and miscel-laneous purposes	Total amount re-ceived for all highway purposes
354	Arietta.....	63	\$1,135,081	\$18,017	.....	\$4,102 44	\$1,575 00	\$5,677 44	\$1,111 45	\$300 32	\$1,702 75	.....
355	Benson.....	17	252,036	14,825	\$54 21	900 00	425 00	1,379 21	242 14	161 31	300 00	.....
356	Hope.....	33	165,787	5,023	129 37	550 40	495 00	1,174 77	329 56	60 00	981 99	.....
357	Indian Lake.....	89	846,288	9,508	14 25	7,064 77	2,225 00	9,304 02	2,150 00	610 69	1,871 08	.....
358	Inlet.....	13	449,521	34,578	358 03	1,500 00	449 52	2,307 55	4,275 95	171 85	779 20	.....
359	Lake Pleasant.....	65	765,478	11,776	24 18	3,500 00	1,625 00	5,149 18	2,110 44	455 37	1,753 62	.....
360	Long Lake.....	85	1,725,392	20,298	.....	7,413 45	2,125 00	9,538 45	2,660 00	558 64	2,688 54	.....
361	More House.....	30	706,594	23,553	.....	1,800 00	750 00	2,550 00	531 00	180 00	1,266 75	.....
362	Wells.....	66	490,244	7,427	201 54	2,063 00	1,650 00	3,914 54	648 30	607 46	565 38	.....
	Total.....	461	.....	.....	\$781 58	\$28,894 06	\$11,319 52	\$40,995 16	\$14,048 84	\$3,075 64	\$11,299 21	\$69,418 85

HAMILTON COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
354	Arietta.....	\$5,677 44	.....	564 55	546 90	\$207 47	\$92 85	\$811 25	\$736 15	\$155 35	.....
355	Benson.....	1,376 26	\$2 95	242 14	.....	120 82	40 49	249 70	43 83	6 47	.....
356	Hope.....	1,112 10	62 67	279 70	49 86	55 22	4 78	381 75	.....	24	.....
357	Indian Lake.....	9,304 02	.....	2,098 56	51 44	610 69	.....	998 53	872 50	.....	.....
358	Inlet.....	1,921 75	385 80	4,275 95	.....	129 21	42 64	151 50	582 67	45 03	.....
359	Lake Pleasant.....	4,782 14	367 04	228 05	1,882 39	176 78	278 59	941 12	714 83	97 67	.....
360	Long Lake.....	9,538 45	.....	2,650 00	.....	558 64	.....	998 75	1,689 79	.....	.....
361	More House.....	2,438 16	111 84	436 13	94 87	127 43	22 57	1,067 25	189 50	.....	.....
362	Wells.....	3,533 10	381 44	592 91	55 39	607 46	.....	461 73	103 60	.....	.....
	Total.....	\$39,683 42	\$1,311 74	\$11,367 99	\$2,680 85	\$2,593 72	\$481 92	\$6,061 58	\$4,932 87	\$304 76	\$64,639 58

HERKIMER COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis State of aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
363	Columbia.....	87	\$736,642	\$8,467	\$137 57	\$1,715 50	\$1,360 00	\$3,213 07	\$150 25	\$206 32	\$193 85	.....
364	Danube.....	56	958,449	17,115	104 45	1,400 00	2,700 00	2,204 45	873 95	144 07	1,125 00	.....
365	Fairfield...	81	723,842	8,936	1,195 29	2,532 00	2,025 00	5,752 29	2,086 64	203 66	1,379 76	.....
366	Frankfort...	85	2,513,773	29,573	2,537 45	5,309 39	2,500 00	10,346 84	1,768 79	1,014 75	2,090 75	.....
367	German Flats.....	69	1,064,067	15,421	47 84	2,563 50	1,250 00	3,861 34	404 61	140 73	526 85	.....
368	Herkimer.....	64	1,616,569	25,258	248 31	2,500 00	1,250 00	2,998 31	4,544 90	333 52	917 10	.....
369	Litchfield.....	73	437,524	5,993	1,057 28	1,500 23	1,350 00	3,907 51	108 46	319 07	127 54	.....
370	Little Falls.....	54	694,972	12,869	1,154 93	1,200 00	720 00	3,074 93	322 45	361 01	1,010 09	.....
371	Manheim.....	56	1,582,940	28,266	470 99	3,161 00	1,580 50	5,212 49	2,530 36	500 00	2,181 63	.....
372	Newport.....	64	479,021	7,484	6 04	1,611 50	1,600 00	3,217 54	535 43	53 58	550 00	.....
373	Norway.....	64	267,233	4,175	479 28	980 00	980 00	2,439 28	318 16	100 00	178 67	.....
374	Ohio.....	62	104,250	1,681	.....	450 00	450 00	900 00	195 50	150 00	576 48	.....
375	Russia.....	114	589,892	5,174	102 00	2,003 85	2,025 00	4,130 85	606 76	241 04	961 34	.....
376	Salisbury.....	119	837,682	7,039	.....	2,250 00	1,996 00	4,246 00	503 49	156 23	1,090 27	.....
377	Schuyler.....	76	1,419,674	18,679	211 92	2,229 20	1,400 00	3,841 12	1,606 71	656 12	1,204 83	.....
378	Stark.....	66	492,468	7,461	.....	1,200 00	960 00	2,160 68	890 65	85 23	317 23	.....
379	Warren.....	76	631,751	8,310	1,254 67	1,400 00	1,120 00	3,774 67	1,649 42	300 68	750 00	.....
380	Webb.....	64	2,303,953	35,999	240 94	3,027 49	1,500 00	4,768 43	1,057 31	309 27	1,056 55	.....
381	Wilmurth.....	73	716,706	9,817	9 53	2,600 00	1,820 00	4,429 53	2,229 97	424 18	1,586 23	.....
382	Winfield.....	51	553,233	10,847	143 87	1,200 00	1,840 00	2,183 87	227 02	152 83	163 34	.....
	Total.....	1454	.....	.....	\$9,403 04	\$40,833 66	\$27,426 50	\$77,663 20	\$22,610 83	\$5,852 29	\$17,987 50	\$124,113 82

HERKIMER COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
363	Columbia.....	\$2,881 12	\$331 95	\$37 07	\$113 18	\$105 86	\$100 46	\$66 73	\$46 01	\$81 11	.....
364	Danube.....	1,475 34	729 11	798 68	75 27	139 98	4 09	1,124 83	.....	17	.....
365	Fairfield.....	3,338 87	2,413 42	1,931 03	155 61	203 66	.....	908 25	471 50	.....	.....
366	Frankfort.....	5,989 80	4,357 04	1,752 64	16 15	278 07	736 68	716 25	1,100 15	274 35	.....
367	German Flats.....	3,129 99	731 35	328 54	76 07	38 17	102 56	425 85	101 50	.....	.....
368	Herkimer.....	3,660 62	337 69	3,823 61	721 29	247 67	85 85	811 13	19 80	86 17	.....
369	Litchfield.....	3,391 12	516 39	.....	108 46	176 12	142 95	90 63	.....	27 91	.....
370	Little Falls.....	1,978 18	337 75	288 71	33 74	361 01	.....	1,004 09	6 00	.....	.....
371	Manheim.....	3,172 06	1,096 75	1,397 36	1,133 00	430 59	69 41	1,594 16	513 61	78 86	.....
372	Newport.....	3,063 05	2,040 43	1,310 84	224 59	53 58	.....	493 10	3 00	53 90	.....
373	Norway.....	1,419 42	1,019 86	144 99	173 17	39 33	60 67	.....	.....	178 67	.....
374	Norway.....	767 70	132 30	169 83	25 67	10 30	139 70	572 38	.....	4 10	.....
375	Russia.....	3,356 29	774 56	565 80	40 96	195 88	45 16	909 00	39 00	13 34	.....
376	Salisbury.....	4,119 14	126 86	409 67	93 82	156 23	.....	424 30	649 00	16 97	.....
377	Schuyler.....	8,487 39	353 73	1,582 18	24 53	654 62	1 50	534 27	668 25	2 31	.....
378	Stark.....	2,160 21	47	1,813 28	77 37	84 04	1 19	308 77	6 00	2 46	.....
379	Warren.....	2,415 48	1,359 19	651 71	997 71	299 32	1 36	288 10	320 50	141 40	.....
380	Webb.....	2,939 12	1,829 31	738 65	318 66	235 51	7376	761 00	260 25	35 30	.....
381	Wilmurth.....	4,354 26	75 27	2,081 81	148 16	413 51	10 67	581 61	985 24	19 58	.....
382	Winfield.....	2,116 73	67 14	227 02	.....	152 83	.....	151 34	12 00	.....	.....
	Total.....	\$59,215 89	\$18,447 81	\$18,053 42	\$4,557 41	\$4,276 28	\$1,576 01	\$11,774 29	\$5,201 81	\$1,011 40	\$98,521 69

JEFFERSON COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and state equaliza- tion	Valuation per mile as basis of state aid	Balance on hand from previous year	Amount collected and appor- tioned to highway	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
383	Adams.....	86	\$1,021,734	\$11,860	\$67 46	\$7,869	\$500 00	\$1,009 15	
384	Alexandria..	117	1,350,835	11,545	.....	10,102	689 83	858 93	
385	Antwerp....	168	1,244,053	7,405	739 69	11,783	509 00	506 37	
386	Brownville..	111	992,178	8,988	814 85	8,533	1,096 76	455 90	
387	Cape Vincent	99	1,216,106	12,304	38 41	8,160	408 46	300 00	
388	Champion...	86	806,051	9,361	.....	5,201	500 00	1,284 28	
389	Clayton.....	162	1,506,419	9,910	90 10	10,762	500 00	606 18	
390	Ellisburg...	158	1,786,903	11,372	976 50	15,226	823 16	878 82	
391	Henderson...	72	851,453	11,825	.....	6,879	612 11	437 20	
392	Hounsfield..	88	1,045,726	11,883	.....	6,887	840 00	606 00	
393	Leroy.....	145	1,871,072	9,456	.....	9,457	500 00	530 00	
394	Lorraine....	73	521,006	7,137	807 82	8,095	929 86	776 00	
395	Lyme.....	83	1,207,028	12,978	68 28	5,132	661 26	252 17	
396	Orleans.....	109	1,404,480	12,894	241 31	9,122	368 08	368 86	
397	Pamelia.....	62	703,165	12,793	304 75	4,780	478 23	269 00	
398	Philadelphia	69	860,338	12,468	179 71	6,994	508 28	615 80	
399	Rodman.....	78	799,314	10,247	299 78	6,219	456 10	816 76	
400	Rutland.....	93	983,467	10,599	60 60	6,895	576 65	632 45	
401	Theresa.....	93	785,889	8,450	376 42	8,576	1,016 26	706 71	
402	Watertown...	72	925,327	12,851	1,334 63	8,074	1,800 00	2,077 90	
403	Wilna.....	129	1,471,509	11,406	79 42	11,280	521 06	2,001 24	
404	Worth.....	5	218,130	4,277	.....	3,991	74 79	26 00	
	Total.....	2,204	.....	.....	\$6,314 86	\$177,069 30	\$46,713 83	\$230,097 99	\$32,328 38
							\$13,486 96	\$15,836 38	\$291,749 68

JEFFERSON COUNTY -- EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
383	Adams.....	\$9,355 31	\$712 34	\$2,014 69	\$200 00	\$201 45	\$298 55	\$222 90	\$441 40	\$344 85	.....
384	Alexandria.....	12,533 29	.....	1,050 00	.....	589 33	.....	334 38	24 55	.....	.....
385	Antwerp.....	14,690 43	738 62	927 47	107 31	487 83	21 17	345 60	98 79	61 98	.....
386	Brownville.....	9,625 40	1,972 09	660 20	249 03	1,005 28	91 48	452 90	3 00	.....	.....
387	Cape Vincent.....	9,104 12	991 05	1,139 41	114 92	408 46	.....	135 45	124 71	39 84	.....
388	Champion.....	6,363 29	452 94	881 17	320 07	496 54	3 46	986 86	297 52	.....	.....
389	Clayton.....	12,463 69	826 20	434 89	.....	492 51	7 49	543 00	45 43	17 70	.....
390	Ellisburg.....	16,732 87	3,405 15	6,912 81	38 49	823 15	.....	297 61	580 71	.....	.....
391	Henderson.....	7,884 83	795 08	299 89	200 11	612 11	.....	297 74	139 46	.....	.....
392	Hounsfield.....	6,857 70	2,410 02	1,173 69	179 89	445 28	94 72	788 65	.....	16 35	.....
393	Leroy.....	12,530 87	709 71	1,375 39	184 19	414 14	85 86	499 80	110 03	20 17	.....
394	Lorraine.....	7,616 22	172 76	406 88	16 93	928 77	9 81	771 51	.....	3 49	.....
395	Lyme.....	6,522 26	596 16	104 70	195 30	661 20	.....	249 25	2 25	67	.....
396	Orleans.....	10,133 72	826 53	805 71	.....	368 03	.....	336 90	56 95	.....	.....
397	Pamelia.....	5,959 39	43 18	470 71	770 82	478 23	.....	266 20	2 80	.....	.....
398	Philadelphia.....	8,287 60	611 53	778 22	782 99	492 17	16 11	292 30	75 25	248 25	.....
399	Rodman.....	8,459 80	9 69	935 46	79 93	455 10	.....	680 05	135 71	1 00	.....
400	Rutland.....	7,891 66	389 69	1,826 68	.....	576 66	.....	608 80	23 66	.....	.....
401	Theresa.....	11,226 71	50 38	1,149 90	66 89	1,016 25	.....	326 10	379 61	.....	.....
402	Watertown.....	8,947 18	2,262 28	1,439 85	213 23	1,187 73	112 27	539 67	1,390 68	147 61	.....
403	Wilna.....	14,088 89	4 98	3,264 36	.....	531 05	.....	733 00	1,268 24	.....	.....
404	Worth.....	4,819 67	22 71	541 59	15 02	74 79	.....	.....	25 00	.....	.....
	Total.....	\$212,094 90	\$18,003 09	\$28,593 26	\$3,735 12	\$12,746 06	\$740 92	\$9,708 67	\$5,225 75	\$901 91	\$268,368 64

LEWIS COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
405	Croghan.....	168	\$1,241,439	\$7,389	\$839 79	\$5,290 17	\$4,200 00	\$10,329 96	\$2,109 52	\$894 84	\$1,366 22	.....
406	Denmark.....	73	1,125,045	15,411	64 08	3,522 96	1,761 48	5,348 52	1,010 02	655 41	1,853 78	.....
407	Diana.....	128	474,624	3,770	.....	3,330 10	3,200 00	6,530 10	1,116 85	443 51	1,486 35	.....
408	Greig.....	76	253,781	3,339	3 53	1,806 20	1,638 40	3,448 13	780 87	500 00	653 00	.....
409	Harrisburg.....	69	471,535	6,833	241 00	2,026 06	1,725 00	3,992 06	1,454 73	413 18	1,520 20	.....
410	High Market.....	64	274,936	4,295	32 45	1,668 36	1,600 00	3,300 81	253 29	219 73	1,138 30	.....
411	Lewis.....	66	243,815	3,694	5 97	1,650 00	1,200 00	2,855 97	668 92	366 76	974 25	.....
412	Layden.....	66	642,263	9,731	95 11	2,683 06	1,650 00	4,428 17	1,943 13	1,262 80	1,745 97	.....
413	Lowville.....	77	765,253	9,938	897 10	2,851 16	1,925 00	5,673 26	888 86	539 00	1,215 00	.....
414	Lyonsdale.....	68	359,770	5,290	23 37	1,938 80	1,700 00	3,662 17	512 75	203 50	1,552 58	.....
415	Martensburg.....	127	927,763	7,305	79 78	3,400 00	2,720 00	6,199 78	1,137 12	525 60	1,537 17	.....
416	Montague.....	53	244,314	4,609	17 46	1,330 00	1,325 00	2,672 46	553 72	205 66	1,034 35	.....
417	New Bremen.....	89	474,357	5,329	2 53	3,005 37	2,225 00	5,232 90	1,495 82	509 69	1,104 97	.....
418	Oceola.....	45	434,875	9,641	864 72	1,641 84	1,125 00	3,631 56	625 74	250 00	1,237 91	.....
419	Pinckney.....	61	361,430	5,315	199 13	2,011 20	1,530 00	3,740 33	888 31	200 00	570 47	.....
420	Turin.....	68	570,259	9,348	638 05	2,407 03	1,525 00	4,570 08	1,677 30	470 69	1,618 51	.....
421	Watson.....	73	293,365	4,018	89 76	1,934 85	1,815 50	3,840 11	576 71	250 00	500 00	.....
422	West Turin.....	78	525,213	6,733	367 35	2,132 18	1,918 96	4,418 49	1,319 90	600 00	2,840 25	.....
	Total.....	1,449	.....	.....	\$4,461 18	\$44,629 34	\$34,784 34	\$83,874 86	\$19,012 56	\$8,510 37	\$23,949 28	\$135,347 07

LEWIS COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
405	Croghan.....	\$10,205 21	\$124 75	\$1,806 23	\$303 29	\$530 32	\$364 52	\$425 95	\$710 39	\$229 88	.....
406	Denmark.....	4,662 29	686 23	874 61	135 41	640 53	14 88	833 78	943 30	76 70	.....
407	Diana.....	6,530 10	.....	1,116 85	.....	443 51	.....	837 95	648 40	.....	.....
408	Greig.....	3,448 12	01	593 70	187 17	500 00	.....	276 60	376 40	.....	.....
409	Harrisburgh.....	3,470 08	521 98	1,395 33	59 40	372 18	41 00	647 29	813 17	59 74	.....
410	High Market.....	3,287 46	13 35	251 86	1 43	213 28	6 45	579 74	545 28	18 34	.....
411	Lewis.....	2,587 24	268 73	668 92	.....	260 46	106 30	936 85	29 95	7 45	.....
412	Layden.....	4,104 76	323 41	1,504 04	439 09	708 14	554 66	254 10	1,161 15	330 79	.....
413	Lowville.....	4,825 13	848 13	725 03	163 83	498 86	40 14	383 92	434 12	396 96	.....
414	Lyonsdale.....	3,598 43	63 74	512 75	.....	203 50	.....	420 35	1,088 76	43 47	.....
415	Martensburg.....	4,742 56	1,457 22	1,020 07	117 05	474 11	51 49	611 90	829 74	95 53	.....
416	Montague.....	2,015 36	657 10	318 60	235 12	76 94	128 72	439 00	405 15	190 20	.....
417	New Bremen.....	5,168 95	63 95	949 87	545 95	485 57	24 12	21 00	898 94	185 03	.....
418	Osceola.....	2,836 00	795 56	532 54	93 20	211 00	39 00	646 20	590 99	1 42	.....
419	Pinckney.....	3,634 21	106 12	462 18	426 13	190 14	9 86	16 20	133 94	420 23	.....
420	Turin.....	3,493 28	1,076 80	1,307 59	369 71	299 57	171 12	572 80	832 47	213 24	.....
421	Watson.....	3,718 68	121 53	358 32	217 39	8 00	242 00	322 98	177 02	.....	.....
422	West Turin.....	4,264 12	154 37	1,191 61	128 39	537 28	62 72	955 60	1,884 65	.....	.....
	Total.....	\$76,591 86	\$7,282 98	\$15,590 00	\$3,422 56	\$6,653 39	\$1,856 98	\$9,182 21	\$12,503 06	\$8,264 01	\$120,520 54

LIVINGSTON COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1910	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
423	Avon	71	\$1,692,899	\$23,843	\$36 46	\$3,705 00	\$1,775 00	\$5,516 46	\$2,322 68	\$311 14	\$2,541 46	.....
424	Caledonia	70	1,971,318	28,161	91 78	3,000 00	1,500 00	4,591 78	1,403 98	599 94	1,382 86	.....
425	Conesus	78	880,938	11,294	69 11	6,289 73	1,200 00	7,558 84	350 24	384 56	845 92	.....
426	Genesee	80	1,796,602	22,457	561 65	4,072 62	2,000 00	6,634 27	1,654 61	620 24	2,580 57	.....
427	Groveland	79	1,708,668	21,628	6 01	5,078 68	1,750 00	6,834 69	7,329 85	424 84	454 02	.....
428	Leicester	74	1,691,114	22,826	916 95	3,000 00	1,500 00	5,416 95	10,124 67	536 95	1,006 00	.....
429	Lima	55	1,522,698	27,685	881 54	3,127 17	1,522 50	5,531 21	625 00	843 32	2,430 17	.....
430	Livonia	87	2,091,505	24,040	.....	6,560 20	2,175 00	8,735 70	1,886 06	555 19	2,342 45	.....
431	Mount Morris	93	1,198,386	12,885	.....	3,600 00	1,980 00	5,580 00	2,393 81	298 16	2,683 67	.....
432	North Danaville	20	389,481	19,474	10 81	1,900 00	500 00	2,410 81	2,300 00	94 02	698 72	.....
433	Nunda	79	886,799	11,225	167 38	3,578 44	1,975 00	5,720 82	4,305 90	746 15	950 90	.....
434	Ossian	74	593,740	8,023	653 74	2,313 00	1,850 00	4,816 74	1,881 91	254 42	513 49	.....
435	Portage	71	962,323	13,553	42 22	3,603 70	1,775 00	5,420 92	2,534 74	338 06	957 38	.....
436	Sparta	80	1,050,788	13,134	907 32	2,500 00	1,250 00	4,657 32	1,540 17	300 00	458 90	.....
437	Springwater	120	1,174,958	9,791	357 92	4,200 00	2,800 00	7,357 92	1,684 65	406 90	1,028 48	.....
438	West Sparta	60	743,825	12,397	1,498 77	1,850 00	1,110 00	4,458 77	3,465 30	164 21	1,690 72	.....
439	York	94	2,916,860	31,030	1,754 54	5,048 00	2,500 00	9,302 54	13,795 59	911 42	2,798 49	.....
	Total	1,285	.....	.....	\$7,956 70	\$63,426 54	\$29,162 50	\$100,545 74	\$58,058 88	\$8,234 52	\$24,361 20	\$191,200 34

LIVINGSTON COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
423	Avon.....	\$5,511 89	\$4 57	\$864 91	\$1,457 77	\$455 08	\$356 06	\$1,111 90	\$1,337 00	\$92 56	.....
424	Caledonia.....	3,912 12	679 66	1,403 98	.....	599 94	.....	637 86	745 00	.....	.....
425	Conesus.....	6,647 57	911 27	350 24	.....	301 05	33 51	272 10	568 82	5 00	.....
426	Geneseo.....	6,622 20	12 07	1,627 36	27 25	558 54	61 70	1,251 34	1,288 85	40 38	.....
427	Groveland.....	6,537 07	297 62	7,232 97	96 38	394 61	30 23	408 72	45 30	.....	.....
428	Leicester.....	5,139 35	277 60	9,393 80	741 07	408 37	128 58	638 25	244 57	125 18	.....
429	Lima.....	4,427 27	1,103 94	355 09	269 91	842 23	1 09	1,292 40	826 52	311 25	.....
430	Livonia.....	4,851 26	884 44	902 81	433 27	385 80	169 39	1,052 07	1,153 00	137 38	.....
431	Moun t Morris.....	4,329 19	1,250 81	2,378 81	15 00	283 60	9 56	1,391 70	1,271 50	20 47	.....
432	North Dansville.....	2,403 16	7 65	2,217 74	82 26	94 02	.....	73 55	624 22	95	.....
433	Nunda.....	5,720 82	.....	3,841 87	464 03	569 27	176 88	756 38	32 70	161 82	.....
434	Ossian.....	3,081 03	1,735 71	1,747 77	134 14	146 27	108 15	374 40	127 21	11 88	.....
435	Portage.....	3,728 77	1,692 15	1,686 82	847 92	150 14	187 92	485 74	258 46	213 18	.....
436	Sparta.....	4,085 43	571 89	1,343 90	196 27	184 31	115 69	452 90	6 00	.....	.....
437	Springwater.....	6,398 83	959 09	1,534 83	149 82	313 31	93 59	787 95	111 52	124 01	.....
438	West Sparta.....	3,278 47	1,180 30	2,313 46	151 84	164 03	18	449 85	218 17	22 70	.....
439	York.....	6,521 50	2,781 04	11,894 60	1,900 99	911 42	.....	1,547 61	1,250 88	.....	.....
	Total.....	\$86,195 93	\$14,349 81	\$51,090 96	\$6,967 92	\$6,761 99	\$1,472 53	\$12,984 72	\$10,109 72	\$1,266 76	\$167,143 32

MADISON COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
440	Brookfield	171	\$1,310,801	\$7,665	\$607 31	\$9,738 29	\$4,275 00	\$14,620 60	\$2,508 43	\$550 85	\$852 42	
441	Cazenovia	108	1,387,029	12,842		11,013 38	2,700 00	13,713 38	1,300 00	861 51	582 06	
442	De Ruyter	65	375,864	5,782	158 40	4,109 03	1,625 00	5,892 43	3,081 00	90 28	346 29	
443	Eaton	129	992,807	7,696	462 21	5,075 22	2,407 06	7,944 49	713 85	368 11	50 00	
444	Fenner	71	522,299	7,356	160 16	4,021 09	1,545 77	5,727 02	258 02	577 63	229 16	
445	Georgetown	70	484,654	6,923	7 35	1,300 00	1,170 00	2,477 35	849 91	302 01	376 86	
446	Hamilton	85	856,932	10,081	552 36	5,822 81	1,730 96	8,106 13	448 37	401 74	570 09	
447	Lebanon	89	756,059	8,495		3,318 74	2,225 00	5,543 74	1,721 52	447 51	512 57	
448	Lenox	70	1,059,756	15,139	7 46	6,684 88	1,750 00	8,442 34	4,815 59	295 78	238 94	
449	Lincoln	64	536,782	8,387	12 29	4,535 45	1,600 00	6,147 74	283 75	224 00	153 00	
450	Madison	102	1,168,766	11,458	534 78	5,366 69	1,984 68	7,886 15	188 93	654 28	168 71	
451	Nelson	94	615,290	6,545	8 00	5,931 95	2,307 82	8,247 77	54 74	264 13	50 37	
452	Smithfield	58	484,835	8,359		2,498 95	1,450 00	3,948 95	200 00	100 00	194 04	
453	Stockbridge	74	766,791	10,362	245 63	4,275 09	1,528 43	6,049 15	2,848 48	151 77	196 43	
454	Sullivan	130	2,320,913	17,868	154 00	11,163 31	3,250 00	14,567 31	3,454 29	500 00	626 10	
454½	Oneida	44	947,478	21,533	545 41	4,871 82	1,100 00	6,517 23	2,269 71	476 07	647 54	
	Total	1,424			\$3,455 36	\$89,726 70	\$32,649 72	\$125,831 78	\$24,996 59	\$6,265 67	\$5,794 58	\$162,888 62

MADISON COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
440	Brookfield	\$14,574 29	\$46 31	\$2,113 45	\$394 98	\$550 85		\$240 90	\$602 11	\$9 41	
441	Cazenovia	11,708 27	2,005 11	451 66	848 34	861 51		382 80	157 51	41 75	
442	DeRuyter	5,861 11	31 32	3,067 01	13 99	90 28		337 29	0 00		
443	Eaton	7,362 22	582 27	712 52	1 33	332 90	35 21	41 82	4 00	4 18	
444	Fenner	5,613 32	113 70	128 50	129 52	562 31	15 32	115 37	40 00	73 79	
445	Georgetown	2,464 61	12 74	849 91		280 44	21 57	247 85	129 51		
446	Hamilton	8,063 16	42 97	417 41	30 96	399 75	1 99	131 66	388 43	50 00	
447	Lebanon	5,105 93	437 81	1,328 96	392 56	442 95	4 56	336 00	68 25	108 32	
448	Lenox	7,511 10	931 24	4,456 47	359 12	215 88	79 90	176 06	51 48	11 40	
449	Lincoln	5,751 89	395 85	209 02	74 73	207 67	16 33	144 00	9 00		
450	Madison	7,832 11	54 04	67 10	121 83	573 68	80 60	61 66	107 05		
451	Nelson	8,245 67	2 10	46 37	8 37	261 43	2 70	47 52		2 85	
452	Smithfield	3,948 95		99 38	100 62		100 00	114 42		81 62	
453	Stockbridge	5,662 36	386 79	2,701 25	147 28	149 02	2 75	129 30	29 20	35 93	
454	Sullivan	18,152 16	1,415 15	1,910 53	1,543 76	488 84	11 16	475 70	150 40		
454½	Oneida	5,995 07	522 16	2,004 53	265 18	72 10	403 97	458 74	3 08	185 72	
	Total	\$118,852 22	\$6,979 56	\$20,564 07	\$4,432 52	\$5,489 61	\$776 06	\$3,440 59	\$1,749 02	\$604 97	\$150,095 51

MONROE COUNTY -- RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount al- located and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
455	Brighton.....	55	\$4,479,964	\$81,463	\$75 08	\$7,818 81	\$3,260 00	\$11,143 89	\$836 90	\$135 44	\$2,258 62	.....
456	Chill.....	87	2,892,741	33,249	53 63	6,785 00	2,892 50	8,731 13	1,849 91	649 90	1,667 13	.....
457	Clarkson.....	45	1,557,061	34,601	71 66	3,114 00	1,557 00	4,742 66	1,227 21	601 29	536 30	.....
458	Gates.....	59	5,148,210	87,257	75 69	10,308 60	6,000 00	15,384 29	663 76	2,392 25	1,028 85	.....
459	Greece.....	107	8,228,010	76,897	988 00	16,500 00	8,228 01	25,716 01	1,774 71	1,036 97	5,218 18	.....
460	Hamlin.....	76	2,799,497	36,835	583 05	9,270 21	2,799 49	12,652 75	3,555 53	561 59	1,203 24	.....
461	Henrietta.....	74	2,381,859	32,187	1,149 16	4,784 15	2,381 85	8,311 16	508 74	563 03	1,615 53	.....
462	Irondequoit.....	47	4,701,351	100,028	2,280 31	9,403 00	4,701 35	16,384 66	608 26	450 24	1,394 78	.....
463	Mendon.....	87	1,804,760	20,744	1,597 61	3,500 00	1,750 00	6,847 61	1,168 17	180 64	1,386 32	.....
464	Ogden.....	81	2,249,742	27,774	712 82	5,000 00	2,249 71	7,962 56	486 49	611 50	1,021 39	.....
465	Parma.....	77	2,420,729	31,438	23 66	9,186 50	2,420 73	11,580 88	780 81	713 95	1,219 50	.....
466	Penfield.....	92	2,164,445	23,526	1,426 03	4,000 00	2,000 00	7,426 03	2,655 02	860 53	290 26	.....
467	Perrington.....	81	2,348,979	28,999	307 67	4,177 80	2,025 00	6,510 47	601 42	607 28	751 25	.....
468	Pittsford.....	57	1,982,163	34,774	906 63	3,964 00	1,982 00	6,852 63	919 88	222 47	1,269 11	.....
469	Riga.....	67	2,073,717	30,951	429 10	4,002 69	2,000 00	6,431 79	623 87	566 96	1,650 33	.....
470	Rush.....	62	1,848,239	29,810	6 74	3,696 00	1,848 00	5,550 74	205 99	150 00	569 29	.....
471	Sweeden.....	68	1,875,799	27,585	46 86	3,766 00	1,875 00	5,687 86	689 84	494 92	683 05	.....
472	Webster.....	75	2,570,007	34,266	219 48	5,140 00	2,570 00	7,929 48	1,284 09	536 12	305 93	.....
473	Wheatland.....	71	2,234,582	31,472	108 50	2,500 00	1,250 00	3,856 50	600 00	185 27	500 00	.....
	Total.....	1,368	.....	.....	\$11,059 67	\$115,866 76	\$52,780 67	\$179,707 10	\$20,939 60	\$11,520 35	\$24,559 16	\$236,726 21

MONROE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
455	Brighton	\$10,783 61	\$360 28	\$346 01	\$490 89	\$133 02	\$2 42	\$1,206 15	\$1,004 88	\$47 59	.....
456	Chili	7,265 46	1,465 67	1,842 05	7 86	636 13	13 77	1,650 44	12 58	4 11	.....
457	Clarkson	4,605 57	137 09	1,223 44	3 77	470 67	130 62	518 60	.....	17 70	.....
458	Gates	13,162 71	2,221 58	279 07	384 69	1,104 68	1,287 57	1,028 85	.....	.....	.....
459	Greece	24,076 44	1,639 57	1,732 72	41 99	1,031 10	5 87	2,229 91	2,983 15	5 12	.....
460	Hamlin	12,652 75	.....	3,555 53	.....	561 59	.....	1,203 24	.....	.....	.....
461	Henrietta	7,953 77	361 39	69 18	439 56	507 15	55 88	1,503 40	91 25	20 88	.....
462	Irondequoit	14,206 09	2,178 57	100 00	508 26	98 82	351 42	1,381 10	.....	13 68	.....
463	Mendon	3,674 39	3,173 22	1,168 17	.....	180 64	.....	1,296 14	90 18	.....	.....
464	Ogden	6,667 02	1,295 54	13 75	472 74	589 83	21 67	812 69	208 70	.....	.....
465	Parma	11,390 63	1,190 25	730 81	.....	713 95	54 05	1,204 50	15 00	73 96	.....
466	Penfield	3,030 86	4,395 17	2,599 49	55 53	806 48	.....	.....	216 40	.....	.....
467	Perington	3,883 75	2,626 72	553 32	48 10	607 28	.....	751 25	.....	.....	.....
468	Pittsford	3,173 58	3,679 05	.....	919 98	122 23	100 24	1,050 75	109 91	108 45	.....
469	Riga	5,688 33	743 46	128 64	494 73	553 73	13 23	1,199 15	412 35	38 83	.....
470	Rush	4,713 08	837 66	117 03	88 96	115 88	34 12	493 94	65 35	.....	.....
471	Sweeden	4,349 59	1,338 27	533 11	106 23	494 92	.....	514 25	168 80	.....	.....
472	Webster	7,641 25	288 23	1,138 06	146 03	536 12	.....	.....	36 75	269 18	.....
473	Wheatland	3,815 24	41 26	93 87	506 13	185 27	.....	476 38	18 92	4 70	.....
	Total	\$152,734 12	\$26,972 98	\$16,224 25	\$4,715 35	\$9,449 49	\$2,070 86	\$18,520 74	\$5,434 22	\$604 20	\$202,362 82

MONTGOMERY COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equalisa- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
474	Amsterdam.....	76	\$2,142,316	\$28,188	\$36 93	\$12,010 00	\$1,500 00	\$13,546 93	\$1,798 76	\$180 10	\$2,353 10	.....
475	Canajoharie.....	89	1,021,656	11,479	1,989 31	8,387 08	1,320 00	11,696 39	2,649 54	363 98	1,599 19	.....
476	Charlestown.....	87	351,436	4,039	2 08	1,462 30	1,400 00	2,864 38	928 78	150 00	1,629 35	.....
477	Florida.....	95	1,386,247	14,592	99 79	7,000 00	1,150 00	8,249 79	1,123 08	582 18	2,840 40	.....
478	Glen.....	82	776,871	9,474	42 98	2,000 00	1,400 00	3,442 98	1,084 32	500 00	1,480 95	.....
479	Minden.....	112	1,169,082	10,438	313 37	4,082 00	2,800 00	7,195 37	10,822 96	919 42	2,478 78	.....
480	Mohawk.....	75	1,741,396	23,218	229 66	9,983 13	1,875 00	12,087 79	976 57	325 00	1,883 76	.....
481	Palatine.....	91	1,326,818	14,580	431 62	4,524 75	2,250 00	7,206 37	1,768 85	539 17	2,764 60	.....
482	Root.....	98	938,792	9,579	469 87	7,250 00	1,575 00	9,294 87	553 87	399 72	2,120 14	.....
483	St. Johnsville.....	44	778,232	17,687	13 22	8,200 00	1,100 00	9,313 22	226 32	110 92	500 00	.....
	Total.....	849	.....	.....	\$3,628 83	\$64,899 26	\$16,370 00	\$84,898 09	\$21,933 05	\$4,070 49	\$19,650 27	\$130,551 90

MONTGOMERY COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
474	Amsterdam.....	\$10,560 54	\$2,986 39	\$1,787 99	\$10 77	\$179 89	\$0 21	\$1,759 94	\$498 00	\$95 16	.....
475	Canajoharie.....	10,687 15	1,009 24	2,183 14	466 40	257 62	106 36	1,538 87	48 44	11 88	.....
476	Charlestown.....	2,329 12	535 26	862 89	65 89	136 15	13 85	1,621 85	7 50	.....	.....
477	Florida.....	7,681 54	568 25	794 65	328 43	582 18	.....	2,578 08	262 32	.....	.....
478	Glen.....	3,231 78	211 20	1,028 96	55 36	466 76	33 24	1,115 03	342 98	22 94	.....
479	Minden.....	6,725 86	469 51	2,452 96	8,370 00	919 42	.....	2,106 78	372 00	.....	.....
480	Mohawk.....	11,487 38	600 41	970 09	6 48	325 00	.....	1,883 76	.....	.....	.....
481	Palatine.....	4,096 47	3,109 90	1,410 12	268 73	539 17	.....	2,305 51	328 15	130 94	.....
482	Root.....	8,192 50	1,102 37	469 21	84 66	213 20	186 52	2,004 85	112 38	2 91	.....
483	St. Johnsville.....	8,260 62	1,052 60	206 00	21 32	110 92	.....	470 23	29 77	.....	.....
	Total.....	\$73,252 96	\$11,645 13	\$12,165 01	\$9,768 04	\$3,730 31	\$340 18	\$17,384 90	\$2,001 54	\$263 83	\$108,534 72

NASSAU COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
484	Hempstead.....	1,075	\$57,901,287	\$53,861	\$6,750 17	\$76,601 49	\$38,300 00	\$121,651 66	\$6,441 00	\$515 58	\$2,524 50	.....
485	No. Hempstead.....	165	20,416,962	123,739	3,418 90	57,923 48	27,500 00	88,842 38	4,256 52	3,213 93	8,053 97	.....
486	Oyster Bay.....	251	20,101,259	80,084	9,379 09	33,153 61	16,034 00	58,566 70	1,016 47	656 45	1,019 03	.....
	Total.....	1,491	.....	.....	\$19,548 16	\$167,678 58	\$81,834 00	\$269,060 74	\$11,803 99	\$4,385 96	\$11,597 50	\$296,843 19

NASSAU COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
484	Hempstead.....	\$81,881 13	\$39,770 53	\$2,884 11	\$3,556 89	\$515 03	\$0 55	\$568 95	\$1,416 00	\$539 55	.....
485	North Hempstead....	67,419 43	21,422 95	2,428 78	1,827 74	839 91	2,374 02	3,097 43	4,139 55	816 99	.....
486	Oyster Bay.....	46,035 02	12,531 68	922 39	184 08	269 42	387 03	.....	1,002 38	16 65	.....
	Total.....	\$195,335 58	\$73,725 16	\$6,235 28	\$5,568 71	\$1,624 36	\$2,761 60	\$3,666 38	\$6,557 93	\$1,373 19	\$213,419 53

NIAGARA COUNTY -- RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
487	Cambria.....	65	\$2,032,551	\$31,270	.....	\$4,145 00	\$2,032 50	\$6,177 50	\$300 00	\$270 41	\$378 03	.....
488	Hartland.....	97	2,064,417	21,282	\$0 10	6,120 41	2,000 00	8,120 51	500 00	700 06	613 60	.....
489	Lewiston.....	73	2,166,296	29,675	3,933 57	6,401 68	2,166 29	12,501 54	517 19	723 90	498 22	.....
490	Lockport.....	103	2,055,795	19,959	2,849 38	5,165 12	2,575 00	10,599 50	734 33	413 88	753 41	.....
491	Newfane.....	107	3,450,462	32,247	46 78	7,001 08	3,000 00	10,047 86	3,588 34	788 02	1,194 95	.....
492	Niagara.....	15	824,452	54,963	245 53	1,400 00	700 00	2,345 53	824 21	203 85	222 02	.....
493	Pendleton.....	56	1,063,449	19,347	141 46	2,800 00	1,400 00	4,341 46	548 44	270 28	449 32	.....
494	Porter.....	64	1,519,382	23,740	325 85	3,200 00	1,600 00	5,125 85	2,016 87	315 24	1,103 46	.....
495	Royalton.....	136	3,135,728	23,056	449 25	5,068 00	2,500 00	8,017 25	1,590 55	373 29	2,010 20	.....
496	Somerset.....	62	1,811,325	29,214	62 90	6,003 00	1,811 32	7,877 22	707 10	559 04	738 58	.....
497	Wheatfield.....	73	1,420,538	19,459	515 89	3,783 78	1,825 00	6,124 67	802 77	346 74	435 30	.....
498	Wilson.....	83	2,042,000	24,602	3,017 23	5,060 59	2,075 00	10,152 82	2,024 13	344 84	552 13	.....
	Total.....	934	.....	.....	\$11,587 94	\$56,148 66	\$23,685 11	\$91,421 71	\$14,153 93	\$5,309 55	\$8,944 22	\$119,829 41

NIAGARA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair in storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
487	Cambria.....	\$3,479 18	\$2,698 32	\$300 00		\$270 41		\$378 03			
488	Hartland.....	8,120 51		500 00		700 06		613 60			
489	Lewiston.....	12,039 31	462 23	510 30	\$6 89	718 40	\$5 50	182 60	\$244 20	\$71 42	
490	Lockport.....	6,438 62	4,150 88	655 08	79 25	219 62	194 26	500 90	128 50	124 01	
491	Newfane.....	8,666 07	1,381 79	2,007 98	1,580 36	264 02	524 00	225 10	8 40	961 45	
492	Niagara.....	536 36	1,809 17	715 03	109 18	73 25	130 60	80 50		141 52	
493	Pendleton.....	3,760 68	580 78	540 32	8 12	265 18	5 10	378 40	64 00	6 92	
494	Porter.....	4,771 14	354 71	1,766 89	249 98	249 68	65 56	481 45	265 80	356 21	
495	Royalton.....	7,525 10	492 15	1,522 90	67 65	267 45	105 84	1,860 50	134 38	15 32	
496	Somerset.....	7,583 33	293 89	676 17	30 93	559 04		547 85	150 00	35 73	
497	Wheatfield.....	5,101 90	1,022 77	802 77		188 97	157 77	340 80	9 00	85 50	
498	Wilson.....	10,152 82		1,870 20	153 93	344 84		243 40	147 38	161 35	
	Total.....	\$78,175 02	\$13,246 69	\$11,867 64	\$2,286 29	\$4,120 92	\$1,188 63	\$5,833 13	\$1,151 66	\$1,959 43	\$101,148 37

ONEIDA COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equalisa- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
499	Annsville.....	101	\$398,230	\$3,942	\$7 82	\$2,500 00	\$2,500 00	\$5,007 82	\$799 05	\$133 48	\$853 71	.....
500	Augusta.....	71	445,361	6,272	.....	3,222 00	1,775 00	4,997 00	1,116 60	311 96	286 62	.....
501	Ava.....	58	157,404	2,713	721 55	1,450 00	1,450 00	3,621 55	344 83	403 29	970 67	.....
502	Boonville.....	120	594,021	4,950	768 06	3,063 30	3,000 00	6,831 36	1,532 96	337 75	232 41	.....
503	Bridgewater.....	49	407,395	8,314	266 57	1,470 12	1,120 00	2,856 69	362 21	221 13	.....	.....
504	Camden.....	89	399,484	4,488	303 42	2,260 62	2,225 00	4,789 04	1,536 33	570 60	804 00	.....
505	Deerfield.....	68	962,875	14,159	68 40	3,586 61	1,700 00	5,355 01	522 73	150 00	525 95	.....
506	Florence.....	102	166,189	1,629	372 51	2,000 00	2,000 00	4,372 51	659 42	360 02	429 56	.....
507	Floyde.....	63	300,008	4,762	851 49	1,075 73	950 00	2,877 22	238 74	168 31	468 79	.....
508	Forestport.....	65	326,822	5,028	43 02	2,000 22	1,625 00	3,668 24	515 26	72 11	220 23	.....
509	Kirkland.....	77	1,535,677	19,943	.....	4,334 10	1,925 00	6,259 10	808 24	235 29	592 63	.....
510	Lee.....	98	458,718	4,680	66 19	2,400 00	2,400 00	4,866 19	1,100 00	258 40	1,202 39	.....
511	Marcy.....	71	626,050	8,817	659 34	2,237 13	1,760 00	4,656 47	906 70	64 35	100 05	.....
512	Marshall.....	80	903,983	11,299	1,405 54	2,013 00	1,200 00	4,618 54	602 94	343 26	237 01	.....
513	New Hartford.....	63	3,237,272	51,385	819 21	7,336 55	3,000 00	11,155 76	1,861 68	1,000 00	650 22	.....
514	Paris.....	73	977,600	13,391	572 68	2,874 65	1,400 00	4,847 33	269 77	234 13	203 00	.....
515	Remsen.....	70	312,486	4,464	139 13	1,751 98	1,750 00	3,641 11	226 92	302 04	289 28	.....
516	Ronie.....	128	2,204,299	17,221	652 28	5,951 60	2,963 05	9,566 93	.....	.....	.....	.....
517	Sangerfield.....	69	654,179	9,480	21 23	2,030 00	1,225 00	3,276 23	746 70	1,705 74	680 34	.....
518	Steuben.....	85	401,784	4,726	244 88	1,482 95	1,417 95	3,145 78	1,163 04	182 03	40 00	.....
519	Trenton.....	99	909,620	9,188	212 60	9,385 32	2,450 00	12,047 92	2,086 93	2,340 25	359 39	.....
520	Verona.....	83	1,200,230	14,460	547 41	6,500 00	3,900 00	10,947 41	3,107 63	589 61	684 92	.....
521	Vernon.....	166	1,915,640	11,540	3,609 63	4,995 38	2,000 00	10,605 01	2,357 51	137 17	350 62	.....
522	Vienna.....	116	595,768	5,135	91 50	5,400 10	2,900 00	8,391 60	586 49	131 27	554 31	.....
523	Western.....	96	471,171	4,908	24 74	2,400 00	2,400 00	4,824 74	1,200 00	545 16	1,037 64	.....
524	Westmoreland.....	103	1,140,106	11,069	1,095 82	4,296 50	2,575 00	7,967 32	522 94	162 04	209 86	.....
525	Whitestown.....	54	2,816,023	52,148	871 33	5,032 34	2,200 00	8,103 67	700 00	200 00	400 00	.....
	Total.....	2,317	.....	.....	\$14,436 35	\$93,050 20	\$55,811 00	\$163,297 55	\$25,875 62	\$11,159 39	\$12,383 59	\$212,716 15

ONEIDA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
499	Annsville.....	\$5,001 40	\$6 42	\$690 79	\$108 26	\$109 39	\$24 09	\$813 05	\$39 00	\$1 66	.....
500	Augusta.....	4,685 50	311 50	1,116 60	.....	311 96	.....	19 50	77 10	190 02	.....
501	Ava.....	2,249 37	1,372 18	100 41	244 42	97 25	306 04	942 68	.....	27 99	.....
502	Boonville.....	6,519 93	311 43	429 57	1,103 39	232 73	105 02	97 20	129 92	5 29	.....
503	Bridgewater.....	2,624 42	232 27	350 71	11 50	221 13	.....	.....	.....	.....	.....
504	Camden.....	4,789 04	.....	1,536 33	.....	570 60	.....	683 35	93 70	26 95	.....
505	Deerfield.....	2,073 94	3,281 07	452 05	70 68	108 61	41 39	513 55	12 40	.....	.....
506	Florence.....	4,077 39	295 12	659 42	.....	360 02	.....	367 85	61 71	.....	.....
507	Floyde.....	2,000 34	876 88	238 74	.....	69 94	98 37	452 15	.....	16 64	.....
508	Forestport.....	3,532 68	135 56	383 10	132 16	71 86	25	208 50	.....	11 72	.....
509	Kirkland.....	6,259 10	.....	808 24	.....	235 29	.....	450 25	142 38	.....	.....
510	Lee.....	4,725 89	140 30	742 50	357 50	138 21	120 19	1,157 89	43 50	1 00	.....
511	Marcy.....	1,833 30	2,823 17	832 23	74 47	40 28	24 07	95 40	2 40	2 25	.....
512	Marshall.....	3,274 81	1,343 73	414 32	188 62	269 52	73 74	120 42	51 55	65 04	.....
513	New Hartford.....	9,531 97	1,623 79	1,461 93	399 75	733 60	266 40	283 47	366 75	.....	.....
514	Paris.....	4,830 78	16 55	97 27	172 50	110 42	123 71	161 50	41 50	.....	.....
515	Remsen.....	3,271 32	369 79	226 72	20	205 80	96 24	273 75	15 53	.....	.....
516	Rome.....	4,422 12	5,144 81	.....	.....	.....	.....	.....	.....	.....	.....
517	Sangerfield.....	3,220 66	55 57	565 40	181 30	1,637 92	67 82	606 10	74 00	24	.....
518	Steuben.....	2,687 95	457 83	600 16	562 88	157 36	24 67	.....	.....	40 00	.....
519	Trenton.....	11,967 21	80 71	1,570 06	516 87	2,309 53	30 72	305 70	21 47	32 22	.....
520	Verona.....	9,818 61	1,128 80	2,774 97	332 66	589 61	.....	673 32	11 60	.....	.....
521	Vernon.....	9,328 18	1,276 83	2,014 25	343 26	110 33	26 84	258 60	87 66	4 36	.....
522	Vienna.....	8,213 70	1,177 90	575 67	10 82	119 75	11 52	466 65	27 00	60 66	.....
523	Western.....	4,564 15	260 59	1,196 97	3 03	502 67	42 49	1,037 04	.....	60	.....
524	Westmoreland.....	5,643 74	2,323 58	203 64	219 30	161 39	65	18 25	110 23	81 38	.....
525	Whitestown.....	7,500 38	603 29	500 61	199 39	199 03	97	398 99	.....	1 01	.....
	Total.....	\$138,647 88	\$24,649 67	\$20,642 66	\$5,232 96	\$9,674 20	\$1,485 19	\$10,405 16	\$1,409 40	\$569 03	\$180,779 80

ONONDAGA COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
526	Camillus.....	75	\$2,767,857	\$36,904	\$1,135 29	\$5,361 40	\$2,680 70	\$9,177 39	\$8,409 02	\$533 79	\$1,171 19	.....
527	Cicero.....	84	1,656,968	19,725	17 87	3,246 09	1,577 53	4,841 49	2,663 25	300 38	720 37	.....
528	Clay.....	101	2,127,869	21,068	.....	4,394 55	2,197 27	6,591 82	1,454 77	623 11	820 56	.....
529	Dewitt.....	79	3,452,027	43,696	423 80	7,210 17	3,452 02	11,085 99	7,769 28	988 83	866 37	.....
530	Elbridge.....	70	1,885,570	26,936	227 91	3,509 60	1,754 80	5,492 31	6,477 23	510 83	1,630 02	.....
531	Fabius.....	94	787,151	8,373	820 66	2,687 16	2,145 07	5,652 89	1,616 78	148 75	300 00	.....
532	Geddes.....	14	2,049,659	146,404	665 07	3,168 50	2,284 25	5,117 82	1,179 07	285 11	553 51	.....
533	Lafayette.....	89	1,076,698	12,097	272 18	3,100 35	2,225 00	5,597 53	2,758 40	150 00	133 84	.....
534	Lysander.....	121	1,952,043	16,132	323 33	3,773 81	1,881 90	5,979 04	1,584 43	313 92	1,289 59	.....
535	Manlius.....	113	2,489,972	22,026	415 21	4,809 04	2,404 52	7,628 77	5,200 20	515 00	1,509 39	.....
536	Marcellus.....	76	1,339,604	17,626	786 17	2,505 22	1,900 00	5,191 39	1,560 83	441 47	114 04	.....
537	Onondaga.....	153	3,953,701	25,841	901 20	8,711 60	3,953 70	13,566 50	6,057 75	985 10	419 20	.....
538	Otisco.....	77	579,665	7,528	9 79	2,225 30	1,925 00	4,160 09	481 44	210 00	354 10	.....
539	Pompey.....	153	1,531,956	10,012	1 41	5,465 00	3,825 00	9,291 41	1,561 42	202 07	201 08	.....
540	Salina.....	30	1,610,592	53,686	1,112 00	2,858 22	1,429 11	5,399 33	1,419 04	240 90	383 49	.....
541	Skaneateles.....	95	1,744,515	18,363	11 89	4,178 58	2,069 29	6,279 76	1,131 48	247 21	477 50	.....
742	Spafford.....	74	671,079	9,068	154 15	1,928 50	1,349 95	3,432 60	552 21	266 09	343 27	.....
543	Tully.....	60	805,297	13,421	248 21	3,008 76	1,500 00	4,756 97	225 18	346 95	1,166 90	.....
544	Van Burne.....	77	1,945,381	25,264	486 57	4,204 30	1,945 38	6,636 25	1,183 69	425 65	1,000 97	.....
	Total.....	1,635	.....	.....	\$8,012 71	\$76,346 15	\$41,520 49	\$125,879 35	\$53,285 47	\$7,735 16	\$12,455 39	\$199,355 37

ONONDAGA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
526	Camillus.....	\$6,600 82	\$2,576 57	\$5,903 26	\$2,505 76	\$262 13	\$271 66	\$663 20	\$27 00	\$1,144 19	.....
527	Cicero.....	4,841 10	39	2,372 35	290 90	281 02	19 36	.....	.....	57 17	.....
528	Clay.....	6,575 67	16 15	1,454 77	.....	614 20	8 91	518 60	.....	1 96	.....
529	Dewitt.....	10,041 33	1,044 66	7,769 28	.....	920 09	68 74	559 32	285 09	21 96	.....
530	Elbridge.....	5,047 55	444 76	6,087 17	390 06	505 94	4 89	1,502 15	99 00	28 87	.....
531	Fabius.....	5,372 12	280 77	1,616 74	.....	147 48	1 27	48 60	250 60	8	.....
532	Geddes.....	4,946 40	171 42	903 82	275 25	190 39	94 72	190 11	305 70	57 70	.....
533	Lafayette.....	5,541 94	55 59	2,335 92	422 48	145 07	4 93	102 00	18 00	13 84	.....
534	Lysander.....	5,721 07	257 97	1,057 41	527 02	202 10	111 82	1,279 42	9 00	1 17	.....
535	Manlius.....	6,092 16	1,536 61	5,188 22	11 98	493 67	21 33	301 35	204 15	3 89	.....
536	Marcellus.....	4,954 42	236 97	372 75	1,188 08	211 25	230 22	86 00	18 00	10 04	.....
537	Onondaga.....	13,565 76	74	6,057 75	.....	985 10	.....	419 20	.....	.....	.....
538	Otisco.....	4,107 61	52 48	479 23	2 21	188 20	21 80	231 75	30 38	91 97	.....
539	Pompey.....	6,453 26	2,838 15	1,203 70	357 72	200 19	1 88	125 70	74 21	1 17	.....
540	Salina.....	3,490 59	1,908 74	1,260 65	158 30	183 12	57 78	378 35	.....	5 14	.....
541	Skaneateles.....	5,695 44	584 32	1,131 48	.....	247 21	.....	88 60	388 90	.....	.....
542	Spafford.....	3,349 69	82 91	50 21	502 00	96 56	169 54	332 60	10 00	67	.....
543	Tully.....	4,569 50	187 47	.....	225 18	236 89	110 06	330 35	774 38	62 17	.....
544	Van Buren.....	6,359 07	277 18	608 85	574 84	421 63	4 02	971 30	29 67	.....	.....
	Total.....	\$113,325 50	\$12,553 85	\$45,853 56	\$7,431 91	\$6,532 23	\$1,202 93	\$8,428 60	\$2,524 08	\$1,502 71	\$176,663 97

ONTARIO COUNTY — RECEIPTS

Num-ber of towns	TOWNS	Num-ber of miles of high-ways	Valuation of towns outside of villages, including county and State equaliza-tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro-priated for highways	Amount received as State aid	Total available for high-ways in 1916	Amount collected and appro-priated for bridges	Amount col-lected and appropri-ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri-ated for snow and miscel-laneous purposes	Total amount re-ceived for all highway purposes
545	Bristol.....	83	\$660,989	\$7,963	\$1,200 14	\$2,417 06	\$2,075 00	\$5,692 20	\$1,545 21	\$304 33	\$699 09	.....
546	Canadice.....	68	376,514	5,536	25 23	1,500 00	1,700 00	3,225 23	3,217 88	410 83	670 74	.....
547	Canandaigua.....	137	2,097,925	15,313	208 85	6,850 00	3,425 00	10,483 85	4,530 30	1,506 05	2,198 34	.....
548	East Bloomfield.....	70	1,585,708	22,652	.....	3,108 66	1,500 00	4,608 64	2,017 28	729 68	473 91	.....
549	Farmington.....	84	1,579,768	18,806	115 92	3,605 25	1,700 00	5,421 17	811 17	113 15	928 95	.....
550	Geneva.....	40	1,533,526	38,338	.....	3,092 81	1,532 50	4,625 31	321 70	301 80	614 80	.....
551	Gorham.....	107	1,935,117	18,085	118 94	5,359 42	2,675 00	8,153 36	2,568 44	695 35	2,489 71	.....
552	Hopewell.....	73	1,510,602	20,693	1,304 27	3,650 00	1,825 00	6,779 27	741 55	326 29	1,154 80	.....
553	Manchester.....	81	1,621,538	20,019	1,009 15	4,406 60	2,025 00	7,440 75	3,362 44	747 53	1,346 70	.....
554	Naples.....	75	485,143	6,468	.....	3,409 52	1,875 00	5,284 52	5,031 65	973 91	1,839 65	.....
555	Phelps.....	148	2,974,520	20,098	728 42	7,492 12	3,700 00	11,920 54	4,625 55	789 48	2,905 62	.....
556	Richmond.....	73	899,450	12,321	312 41	3,500 00	1,825 00	5,637 41	3,200 10	650 23	528 20	.....
557	Seneca.....	106	2,423,730	22,865	1,549 38	6,000 00	2,650 00	10,199 38	1,841 17	2,099 65	1,530 82	.....
558	South Bristol.....	64	427,915	6,686	208 87	3,296 50	1,600 00	5,105 37	1,476 49	610 66	1,677 28	.....
559	Victor.....	89	1,575,523	17,702	24 35	4,700 00	2,225 00	6,949 35	2,470 48	1,042 43	1,696 36	.....
560	West Bloomfield.....	50	1,046,015	20,920	344 59	2,583 80	1,250 00	4,178 39	3,302 97	1,592 50	1,731 80	.....
	Total.....	1345	.....	.....	\$7,150 52	\$64,971 74	\$33,582 50	\$105,704 76	\$41,064 38	\$12,893 87	\$19,486 77	\$179,149 78

ONTARIO COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
545	Bristol.....	\$5,692 20	.....	\$787 02	\$758 18	\$304 33	.....	\$657 46	\$41 63	.....	.....
546	Canadice.....	2,561 56	\$663 67	3,216 99	89	410 83	.....	313 80	356 94	.....	.....
547	Canandaigua.....	10,133 11	350 74	4,417 40	112 90	1,465 28	\$40 77	1,948 55	220 52	\$20 27	.....
548	East Bloomfield.....	4,605 57	3 09	2,017 28	.....	729 68	.....	473 91	.....	.....	.....
549	Farmington.....	5,421 17	.....	338 87	472 30	61 44	.....	925 95	3 00	.....	.....
550	Geneva.....	3,887 19	738 12	236 40	85 30	225 07	51 71	356 55	169 80	88 45	.....
551	Gorham.....	7,230 11	923 25	2,502 19	66 25	550 88	76 73	1,491 27	998 44	.....	.....
552	Hopewell.....	6,262 05	517 22	741 55	.....	326 29	144 47	1,154 80	.....	.....	.....
553	Manchester.....	7,358 03	82 72	3,042 79	319 65	446 41	301 12	1,108 13	197 08	41 49	.....
554	Naples.....	5,284 52	.....	5,031 65	.....	973 91	.....	754 69	84 96	.....	.....
555	Phelps.....	10,608 29	1,312 25	3,451 42	1,174 13	394 45	395 03	2,783 13	122 49	.....	.....
556	Richmond.....	4,894 56	742 85	2,999 90	200 20	650 23	.....	479 05	49 15	.....	.....
557	Seneca.....	7,300 11	2,899 27	1,540 66	300 51	1,750 79	348 86	1,527 96	.....	2 86	.....
558	South Bristol.....	4,966 32	139 05	1,334 73	141 76	498 62	111 04	634 30	22 00	20 98	.....
559	Victor.....	4,916 57	2,032 78	2,120 32	350 16	271 36	771 07	1,603 26	93 10	.....	.....
560	West Bloomfield.....	1,655 39	2,493 00	3,080 40	222 57	1,504 09	88 41	587 50	79 60	64 70	.....
	Total.....	\$92,806 75	\$12,898 01	\$36,859 58	\$4,204 80	\$10,564 66	\$2,329 21	\$16,800 31	\$2,438 71	\$247 75	\$159,470 01

ORANGE COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
561	Blooming Grove...	73	\$1,225,760	\$16,791	\$47 58	\$3,658 99	\$1,825 00	\$5,531 57	\$2,000 00	\$700 27	\$377 25	.....
562	Chester.....	46	901,833	19,605	398 74	2,001 31	1,000 00	3,400 05	1,257 36	113 40	207 00	.....
563	Cornwall.....	50	3,508,496	70,169	553 65	3,500 00	1,750 00	5,803 65	1,245 00	103 04	277 23	.....
564	Crawford.....	90	966,011	10,733	361 49	3,250 00	2,250 00	5,861 49	528 22	302 92	933 91	.....
565	Deerpark.....	101	1,152,037	11,406	920 99	3,608 00	2,164 80	6,693 79	893 69	500 00	575 00	.....
566	Goshen.....	72	1,402,881	19,484	430 79	4,011 80	1,800 00	6,242 59	388 87	55 21	428 38	.....
567	Greenville.....	69	361,765	5,242	.....	1,505 47	1,350 00	2,855 47	496 08	66 15	603 22	.....
568	Hamtontsburg.....	61	1,307,519	21,434	344 70	3,050 00	1,525 00	4,919 70	3,407 83	113 11	1,474 77	.....
569	Highlands.....	48	488,057	10,167	119 33	1,000 00	700 00	1,819 33	2,301 73	67 55	252 42	.....
570	Minisink.....	57	620,374	10,883	965 78	2,900 00	1,425 00	5,290 78	2,490 67	94 25	345 71	.....
571	Monroe.....	44	1,041,111	23,661	115 43	2,947 92	1,100 00	4,163 35	300 00	337 78	619 75	.....
572	Montgomery.....	103	2,226,410	21,615	431 15	3,503 50	1,750 00	5,684 65	1,606 60	500 00	1,324 79	.....
573	Mount Hope.....	64	1,597,310	24,957	10 01	4,000 00	1,600 00	5,610 01	2,899 54	780 16	576 30	.....
574	Newburg.....	104	3,202,189	30,790	215 92	6,450 00	3,202 18	9,868 10	2,334 72	796 42	1,500 05	.....
575	New Windsor.....	77	1,964,691	25,515	.....	4,622 35	1,964 69	6,587 04	500 00	474 34	1,089 88	.....
576	Tuxedo.....	45	7,043,555	156,523	1,844 82	10,048 75	5,000 00	16,893 57	500 00	981 04	1,641 78	.....
577	Walkill.....	166	2,556,422	15,400	29 51	7,348 28	3,500 00	10,877 79	5,232 07	844 46	1,222 25	.....
578	Warwick.....	183	3,639,928	19,890	.....	10,417 59	4,575 00	14,992 59	3,795 43	1,092 66	4,026 48	.....
579	Waywanda.....	89	936,065	10,517	12 37	2,800 00	1,960 00	4,772 37	677 01	118 19	351 07	.....
580	Woodbury.....	53	3,171,813	59,845	1,370 19	3,394 75	1,650 00	6,414 94	7,794 15	255 75	879 59	.....
	Total.....	1595	.....	.....	\$8,172 45	\$84,018 71	\$42,091 67	\$134,282 83	\$38,038 97	\$8,296 70	\$17,706 83	\$198,325 33

ORANGE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
561	Blooming Grove.....	\$4,810 02	\$721 55	\$1,609 34	\$390 66	\$611 41	\$88 86	\$373 20	\$3 25	\$0 80	.....
562	Chester.....	2,937 09	462 96	782 69	474 67	44 63	68 77	171 71	12 00	23 29	.....
563	Cornwall.....	5,048 28	755 37	714 07	530 93	45 82	57 22	168 16	76 69	32 38	.....
564	Crawford.....	5,409 44	452 05	112 74	415 48	199 48	103 44	903 75	23 25	6 91	.....
565	Deerpark.....	6,038 93	654 86	490 68	403 01	496 80	3 20	564 17	10 50	33	.....
566	Goshen.....	4,045 73	2,196 86	109 46	279 41	55 21	.....	211 75	216 63	.....	.....
567	Greenville.....	2,511 51	343 96	496 08	.....	66 15	.....	576 06	27 16	.....	.....
568	Hamtontsburg.....	4,339 75	579 95	1,245 41	2,162 42	83 90	29 21	425 89	207 65	841 23	.....
569	Highlands.....	1,703 74	115 59	1,059 75	1,241 98	26 45	41 10	207 88	10 65	33 89	.....
570	Minisink.....	3,526 05	1,764 73	2,269 02	221 65	94 25	.....	309 60	36 11	.....	.....
571	Monroe.....	4,082 99	80 36	.....	300 00	337 78	.....	582 08	37 67	.....	.....
572	Montgomery.....	4,771 67	912 98	470 96	1,135 64	409 65	30 35	1,309 34	15 45	.....	.....
573	Mount Hope.....	5,320 81	289 20	276 74	12 80	674 25	105 91	419 72	156 58	.....	.....
574	Newburg.....	9,415 58	452 52	2,332 68	2 04	793 62	2 80	1,365 07	123 40	11 58	.....
575	New Windsor.....	5,629 12	957 92	500 00	.....	474 34	.....	1,089 88	.....	.....	.....
576	Tuxedo.....	10,292 40	6,601 17	141 78	358 22	943 28	37 76	593 03	48 75	.....	.....
577	Wallkill.....	10,719 55	158 24	4,024 20	1,207 87	815 65	25 81	1,121 25	35 06	65 94	.....
578	Warwick.....	14,729 34	263 25	3,795 43	.....	1,092 66	.....	3,797 69	228 79	.....	.....
579	Waywanda.....	4,671 33	101 04	640 58	36 43	52 87	65 32	280 95	3 00	67 12	.....
580	Woodbury.....	3,709 36	2,705 58	7,422 46	371 69	255 75	.....	680 78	63 75	135 06	.....
	Total.....	\$113,712 69	\$20,570 14	\$28,494 07	\$9,544 90	\$7,636 95	\$659 75	\$15,151 96	\$1,336 34	\$1,218 53	\$166,332 01

ORLEANS COUNTY — RECEIPTS

Num-ber of towns	TOWNS	Num-ber of miles of high-ways	Valuation of towns outside of villages, including county and State equaliza-tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro-priated for highways	Amount received as State aid	Total available for high-ways in 1916	Amount collected and appro-priated for bridges	Amount col-lected and appropri-ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri-ated for snow and miscel-laneous purposes	Total amount re-ceived for all highway purposes
581	Albion.....	52	\$1,596,523	\$30,702	\$743 55	\$3,193 00	\$1,596 50	\$5,533 05	\$314 21	\$300 00	\$1,000 00	.....
582	Barry.....	92	1,848,326	20,090	1,571 11	4,614 00	2,300 00	8,485 11	670 07	743 90	1,508 95	.....
583	Carlton.....	90	2,711,418	30,126	1,049 83	4,500 00	2,250 00	7,799 83	1,505 09	593 01	1,118 94	.....
584	Clarendon.....	70	1,260,072	18,001	496 93	3,500 00	1,750 00	5,746 93	496 77	574 98	1,248 75	.....
585	Gaines.....	51	2,087,695	40,935	106 93	4,175 00	2,087 50	6,369 43	1,251 87	509 46	916 26	.....
586	Kendall.....	59	1,648,902	27,947	143 61	3,298 40	1,648 90	5,090 91	1,330 55	327 41	870 95	.....
587	Murray.....	70	1,754,335	25,061	950 21	5,000 00	1,754 33	7,704 54	1,301 88	1,074 70	1,252 79	.....
588	Ridgeway.....	86	3,576,317	41,585	1,051 82	5,064 00	2,532 00	8,647 82	7,818 69	516 97	1,233 21	.....
589	Shelby.....	82	2,035,158	24,819	1,100 65	4,100 00	2,050 00	7,250 65	1,102 70	149 03	1,002 55	.....
590	Yates.....	68	2,016,710	29,657	1,057 21	4,032 00	2,016 00	7,105 21	1,260 86	953 95	804 61	.....
	Total.....	720	.....	.....	\$8,271 85	\$41,476 40	\$19,985 23	\$69,733 48	\$17,052 69	\$5,743 41	\$10,957 01	\$103,486 59

ORLEANS COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair in storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
581	Albion.....	\$5,144 64	\$388 41	\$9 00	\$305 21	\$112 48	\$187 52	\$644 72	\$28 36	\$326 92	.....
582	Barry.....	7,467 26	1,017 85	623 27	46 80	743 90	.....	1,339 20	162 30	7 45	.....
583	Carlton.....	6,994 03	805 80	1,493 36	11 73	593 01	.....	743 71	321 06	54 17	.....
584	Clarendon.....	5,586 83	160 10	496 77	.....	573 25	.....	1,009 10	239 65	.....	.....
585	Gaines.....	5,973 97	395 46	1,251 87	.....	509 46	.....	744 10	162 80	9 36	.....
586	Kendall.....	4,554 89	536 02	1,137 87	192 68	311 91	.....	812 70	52 99	5 26	.....
587	Murray.....	7,404 31	300 23	1,295 71	6 17	1,053 83	20 87	863 24	371 94	17 61	.....
588	Ridgeway.....	8,308 08	339 74	7,798 60	20 09	516 97	.....	806 03	427 18	.....	.....
589	Shelby.....	6,935 93	314 72	784 32	318 38	93 82	55 21	997 51	5 04	.....	.....
590	Yates.....	4,331 04	2,774 17	909 76	351 10	943 31	10 64	717 32	84 50	2 79	.....
	Total.....	\$62,700 98	\$7,032 50	\$15,800 53	\$1,252 16	\$5,451 94	\$291 47	\$8,677 63	\$1,855 82	\$423 56	\$34,486 90

OSWEGO COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
591	Albion.....	84	\$419,618	\$4,995	\$215 87	\$1,586 32	\$1,586 32	\$3,388 51	\$426 81	\$56 49	\$146 06	.....
592	Amboy.....	64	183,737	2,870	70 79	1,037 79	1,037 79	2,146 37	340 28	102 93	25 03	.....
593	Boylston.....	50	166,053	3,321	53 10	783 36	783 36	1,619 82	155 38	53 01	10 75	.....
594	Constantia.....	90	464,612	5,162	1,119 79	5,823 87	2,250 00	9,193 66	734 63	664 07	840 71	.....
595	Granby.....	99	1,123,862	11,352	282 59	3,680 30	2,208 18	6,171 07	387 22	95 91	2,097 31	.....
596	Hannibal.....	98	566,822	5,783	128 65	8,298 19	1,948 66	10,375 50	741 88	523 81	1,491 29	.....
597	Hastings.....	100	793,374	7,933	815 48	6,445 68	2,496 09	9,757 25	1,100 00	1,422 08	551 54	.....
598	Mexico.....	107	861,618	8,052	2,700 59	5,628 37	2,675 00	11,003 96	4,151 46	528 87	1,366 44	.....
599	New Haven.....	71	727,206	10,242	30	7,687 04	1,775 00	9,462 34	436 91	455 55	255 87	.....
600	Orwell.....	62	1,311,119	21,147	53 94	7,784 53	1,550 00	9,388 47	491 03	5,574 30	1,088 44	.....
601	Oswego.....	78	1,474,144	18,899	93 19	5,075 36	1,950 00	7,118 55	26,573 16	692 61	1,767 68	.....
602	Palermo.....	82	510,913	6,230	1,316 83	1,414 14	1,272 72	4,003 69	1,547 26	190 38	439 41	.....
603	Parish.....	81	301,764	3,725	.....	3,505 37	2,025 00	5,530 37	1,609 27	891 45	127 48	.....
604	Redfield.....	69	283,480	4,108	425 48	6,560 53	1,702 44	8,688 45	1,145 79	598 52	997 77	.....
605	Richland.....	119	942,759	7,922	.....	7,597 70	2,975 00	10,572 70	2,523 20	751 70	203 31	.....
606	Sandy Creek.....	85	566,332	6,662	3 69	5,696 16	2,125 00	7,824 85	3,810 90	1,375 57	524 00	.....
607	Schroeppe.....	82	929,240	11,332	915 33	4,244 28	1,761 19	6,920 80	1,746 73	321 27	999 63	.....
608	Scriba.....	78	898,801	11,523	237 72	8,061 88	1,950 00	10,249 60	599 18	964 57	316 59	.....
609	Volney.....	101	938,713	9,294	1,127 13	8,130 94	2,525 00	11,783 07	24,621 42	637 17	1,500 50	.....
610	West Monroe.....	57	257,204	4,512	951 22	1,316 44	1,316 44	3,584 10	357 57	183 01	421 48	.....
611	Williamstown.....	57	407,539	7,149	704 81	3,742 07	1,425 00	5,871 88	306 73	40 48	340 39	.....
611½	Winetto.....	.....	.....	.....	.....	2,666 90	.....	2,666 90	177 50	187 95	268 13	.....
	Total.....	1,714	.....	.....	\$11,216 50	\$106,767 22	\$39,338 19	\$157,321 91	\$73,984 31	\$16,311 68	\$15,779 81	\$263,397 71

OSWEGO COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
591	Albion.....	\$2,324 50	\$1,064 01	\$271 35	\$155 46	\$25 51	\$30 98	\$28 70	\$14 70	\$102 66	.....
592	Amboy.....	1,793 78	352 59	340 28	.....	87 00	15 93	16 10	8 93	.....	.....
593	Boylston.....	1,494 25	125 57	154 47	91	22 70	30 31	3 00	6 00	1 75	.....
594	Constantia.....	8,123 09	1,070 57	591 11	143 52	644 52	19 55	653 14	187 57	.....	.....
595	Granby.....	4,717 02	1,453 45	387 22	.....	95 91	.....	1,512 11	585 20	.....	.....
596	Hannibal.....	9,949 46	426 04	361 41	380 47	523 81	.....	1,102 85	313 25	75 19	.....
597	Hastings.....	8,064 86	1,692 39	798 14	301 86	1,422 06	.....	63 30	307 16	181 08	.....
598	Mexico.....	8,106 77	2,897 19	4,071 47	79 99	447 88	80 99	763 10	359 17	244 17	.....
599	New Haven.....	9,273 79	188 55	436 91	.....	455 55	.....	.....	255 87	.....	.....
600	Orwell.....	8,982 05	406 42	410 37	80 66	5,574 27	03	1,029 80	.....	58 64	.....
601	Oswego.....	5,686 06	1,432 49	13,753 56	12,819 60	394 59	298 02	268 13	1,499 55	.....	.....
602	Pelermo.....	2,606 29	1,397 40	639 83	907 43	29 00	161 38	22 05	44 40	372 96	.....
603	Parish.....	3,758 95	1,771 42	1,609 27	.....	870 86	20 59	.....	32 63	94 85	.....
604	Redfield.....	8,328 54	359 91	1,134 79	11 00	598 52	.....	709 83	275 40	12 54	.....
605	Richland.....	9,644 18	928 52	980 68	1,542 52	664 63	87 07	.....	35 00	168 31	.....
606	Sandy Creek.....	7,384 77	440 08	3,730 48	80 42	1,342 86	32 71	303 36	213 00	7 64	.....
607	Schroeppe!.....	4,922 98	1,997 82	802 22	944 51	225 50	95 77	890 37	48 60	60 66	.....
608	Scriba.....	9,561 22	688 38	383 30	215 88	827 15	137 42	.....	250 00	66 59	.....
609	Volney.....	11,042 97	740 10	12,092 08	12,529 34	623 05	14 12	1,217 86	157 99	124 65	.....
610	West Monroe.....	3,080 31	523 79	37 42	320 15	52 53	130 48	416 48	5 00	.....	.....
611	Williamstown.....	5,509 68	362 20	267 89	38 84	29 79	10 69	340 10	.....	29 00	.....
611½	Winetto.....	1,620 29	1,046 61	177 24	26	187 95	.....	268 13	.....	.....	.....
	Total.....	\$135,956 41	\$21,365 50	\$43,431 49	\$30,552 32	\$15,145 64	\$1,166 04	\$9,608 41	\$4,599 42	\$1,571 98	\$208,741 37

OTSEGO COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
612	Burlington.....	105	\$568,053	\$5,410	\$310 97	\$1,767 36	\$1,535 80	\$3,614 15	\$307 25	\$192 95	\$691 45	.....
613	Butternuts.....	116	698,643	6,022	642 51	2,592 15	2,332 93	5,567 59	2,059 16	239 85	1,134 79	.....
614	Cherry Valley.....	88	514,422	5,845	372 30	2,502 98	1,700 02	4,575 30	512 32	211 26	506 43	.....
615	Decatur.....	49	186,100	3,797	1 80	756 58	1,756 58	1,514 96	52 75	45 06	624 39	.....
616	Edmuston.....	94	1,138,511	12,111	70 79	5,096 74	1,826 47	6,994 00	927 32	294 89	466 18	.....
617	Exeter.....	65	574,169	8,833	37 59	1,530 48	1,383 38	2,951 45	555 78	159 64	459 16	.....
618	Hartwick.....	98	942,978	9,622	112 39	1,838 04	1,286 62	3,237 05	300 78	76 62	712 26	.....
619	Laurens.....	93	563,274	6,056	287 41	1,518 77	1,366 89	3,173 07	2,228 99	76 66	700 00	.....
620	Maryland.....	98	690,107	7,041	748 75	2,370 88	1,467 36	4,586 99	1,452 50	176 66	871 35	.....
621	Middlefield.....	141	881,946	6,254	16	2,805 27	2,846 85	5,652 28	1,300 00	500 00	1,273 58	.....
622	Milford.....	91	1,014,992	11,153	346 50	3,756 18	2,275 00	6,377 68	706 52	426 94	904 90	.....
623	Morris.....	95	455,941	4,799	58 64	1,544 23	1,540 23	3,143 10	344 40	254 44	500 00	.....
624	New Lisbon.....	110	536,719	4,879	120 74	1,691 59	1,683 49	3,495 82	445 92	165 44	892 00	.....
625	Ontario.....	61	861,626	14,125	183 44	2,034 02	1,010 89	3,228 35	506 74	230 02	394 91	.....
626	Otego.....	83	624,875	7,528	202 56	1,684 40	1,295 52	3,182 48	691 42	133 71	534 84	.....
627	Otsego.....	120	1,097,894	9,149	1,186 75	2,942 65	1,959 85	6,089 25	1,061 92	324 44	2,023 68	.....
628	Pittsfield.....	73	469,330	6,429	289 24	1,461 09	1,314 98	3,065 31	616 16	234 23	512 21	.....
629	Plainfield.....	61	543,655	8,912	73 20	1,915 91	1,525 00	3,514 11	1,728 55	615 16	170 00	.....
630	Richfield.....	64	578,761	9,043	94	1,820 54	1,274 37	3,095 86	1,185 26	302 20	811 42	.....
631	Roseboom.....	70	349,732	4,996	2 00	1,267 98	1,458 70	2,728 68	500 00	113 01	980 27	.....
632	Springfield.....	103	991,169	9,623	254 48	3,245 57	2,255 09	5,755 14	333 27	265 90	721 35	.....
633	Unadilla.....	91	869,683	9,556	296 83	2,058 02	1,427 20	3,782 05	2,012 98	501 00	1,385 00	.....
634	Wesford.....	81	353,908	4,369	769 48	1,265 32	1,233 02	3,267 82	303 54	107 93	1,101 45	.....
635	Worcester.....	103	1,120,949	10,873	26 19	2,980 06	1,385 72	4,391 97	1,503 65	289 52	1,317 51	.....
	Total.....	2,153	.....	.....	\$6,395 66	\$51,446 83	\$38,141 96	\$96,984 46	\$19,637 18	\$5,937 53	\$19,689 13	\$142,248 30

OTSEGO COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
612	Burlington.....	\$3,427 66	\$186 49	\$255 67	\$51 58	\$180 34	\$12 61	\$575 72	\$97 06	\$18 67	.....
613	Butternuts.....	4,903 88	663 71	1,780 70	278 46	239 85	.....	867 52	267 27	.....	.....
614	Cherry Valley.....	4,547 97	27 33	200 35	311 97	191 31	19 95	487 20	13 66	5 57	.....
615	Decatur.....	1,050 40	464 56	51 00	1 75	12 20	32 86	527 70	.....	96 69	.....
616	Edmuston.....	6,585 31	408 69	356 38	570 94	294 89	.....	286 25	105 64	74 29	.....
617	Exeter.....	2,644 34	307 11	549 86	5 92	157 85	1 79	437 74	18 00	3 42	.....
618	Hartwick.....	2,899 44	337 61	237 46	63 32	48 41	30 21	625 82	82 38	4 06	.....
619	Laurens.....	2,918 44	254 63	1,850 90	378 09	76 66	.....	555 80	114 71	29 49	.....
620	Maryland.....	4,097 92	489 07	423 56	28 94	174 79	1 87	655 80	52 10	163 45	.....
621	Middlefield.....	5,338 34	313 94	1,175 33	124 67	497 90	2 10	949 10	324 48	.....	.....
622	Milford.....	4,237 03	2,140 65	559 97	146 55	380 37	46 57	832 75	15 00	57 15	.....
623	Morris.....	3,138 49	4 61	344 40	.....	254 44	.....	488 97	9 00	2 03	.....
624	New Lisbon.....	3,435 52	60 30	445 92	.....	165 44	.....	585 56	274 91	31 53	.....
625	Oneonta.....	2,873 49	354 86	464 17	42 57	230 02	.....	327 68	67 23	.....	.....
626	Otego.....	2,684 99	497 49	418 16	273 26	112 85	20 86	456 80	48 00	30 04	.....
627	Otsago.....	3,915 03	2,174 22	842 38	219 54	227 97	96 47	1,951 68	72 00	.....	.....
628	Pittsfield.....	1,995 64	1,069 67	471 69	144 47	122 90	111 33	484 25	25 68	2 28	.....
629	Plainfield.....	2,507 48	1,006 63	667 92	1,080 63	123 40	491 76	83 10	4 30	82 60	.....
630	Richfield.....	3,091 35	4 51	185 26	.....	302 20	.....	794 30	17 12	.....	.....
631	Roseboom.....	2,728 68	.....	440 83	53 17	113 01	.....	965 85	14 42	.....	.....
632	Springfield.....	5,259 45	495 69	333 27	.....	265 90	.....	692 35	29 00	.....	.....
633	Unadilla.....	3,136 69	645 36	1,927 04	85 94	501 00	.....	840 09	530 91	14 00	.....
634	Westford.....	3,111 17	156 65	195 00	108 54	104 76	3 17	1,101 45	.....	.....	.....
635	Worcester.....	3,440 21	951 76	1,503 65	.....	286 72	2 80	1,269 49	48 02	.....	.....
	Total.....	\$83,968 92	\$13,015 54	\$15,686 87	\$3,950 31	\$5,063 18	\$874 35	\$16,842 97	\$2,230 89	\$615 27	\$123,792 83

PUTNAM COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
636	Carmel.....	94	\$4,323,897	\$45,998	\$1,312 66	\$5,017 00	\$2,500 00	\$8,829 66	\$1,012 24	\$729 29	\$2,123 40	.....
637	Kent.....	96	1,183,595	12,329	.....	3,773 75	2,250 00	6,023 75	250 00	400 05	1,278 01	.....
638	Patterson.....	62	1,684,766	27,173	168 26	2,000 00	1,189 80	3,358 06	100 00	166 49	771 57	.....
639	Phillipstown.....	95	3,680,780	38,745	28 54	6,000 00	3,000 00	9,028 54	2,443 67	150 00	428 50	.....
640	Putnam Valley.....	80	699,118	8,738	52 97	2,503 30	2,000 00	4,556 27	303 13	199 20	612 30	.....
641	Southeast.....	82	3,694,032	45,049	1,360 86	7,529 53	3,692 00	12,584 39	1,065 80	453 68	1,733 28	.....
	Total.....	509	.....	.....	\$2,923 29	\$26,823 58	\$14,633 80	\$44,380 67	\$5,174 84	\$2,098 71	\$6,947 06	\$58,611 28

PUTNAM COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
636	Carmel.....	\$7,711 99	\$1,117 67	\$566 86	\$445 38	\$719 18	\$10 11	\$2,009 79	\$113 61	.....	.....
637	Kent.....	4,701 59	1,322 16	118 80	131 20	53 84	346 21	1,171 42	62 40	\$44 19	.....
638	Patterson.....	2,797 36	560 70	85 37	14 63	112 42	54 07	656 25	.....	115 32	.....
639	Phillipstown.....	7,407 91	1,620 63	1,602 80	840 87	100 20	49 80	424 28	.....	4 22	.....
640	Putnam Valley.....	3,987 28	568 99	153 13	150 00	192 05	7 15	571 00	12 00	29 30	.....
641	Southeast.....	6,883 11	5,701 28	525 57	540 23	207 60	246 08	1,641 54	19 00	72 74	.....
	Total.....	\$33,489 24	\$10,891 43	\$3,052 53	\$2,122 31	\$1,385 29	\$731 42	\$6,474 28	\$207 01	\$265 77	\$44,638 35

RENSSELAER COUNTY -- RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1910	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
642	Berlin.....	80	\$421,459	\$5,268	\$31 57	\$2,008 04	\$1,350 00	\$3,389 61	\$2,722 78	\$171 79	\$332 10	.....
643	Brunswick.....	90	1,738,751	19,319	12 46	2,531 10	1,250 00	3,793 56	1,222 34	121 75	1,994 13	.....
644	East Greenbush...	52	1,392,561	26,780	3 98	1,500 00	600 00	2,103 98	145 49	50 75	852 60	.....
645	Grafton.....	80	305,183	3,814	200 54	1,200 00	1,200 00	2,600 54	458 83	156 46	191 29	.....
646	Hoosick.....	132	1,865,266	14,130	.....	4,803 64	2,250 00	7,053 64	4,437 99	494 94	1,731 70	.....
647	Nassau.....	102	447,790	4,390	27 76	2,000 00	2,000 00	4,027 76	1,277 83	216 48	1,707 64	.....
648	North Greenbush..	39	862,473	22,114	201 48	1,500 00	750 00	2,451 48	192 40	264 18	296 76	.....
649	Petersburg.....	66	407,622	6,176	225 65	1,300 00	1,170 00	2,695 65	930 00	25 00	96 70	.....
650	Pittstown.....	153	1,805,834	11,802	694 89	3,031 53	1,800 00	5,526 42	1,601 52	280 54	1,275 70	.....
651	Poestenkill.....	65	314,396	4,836	.....	1,645 52	1,036 88	2,682 40	595 45	100 00	620 07	.....
652	Sand Lake.....	92	651,986	7,086	141 02	2,000 00	1,600 00	3,741 02	450 07	460 19	1,628 32	.....
653	Schaghticoke.....	103	2,497,214	24,243	26 91	3,818 13	1,905 56	5,750 60	3,865 84	305 33	1,848 66	.....
654	Schodack.....	128	2,664,627	20,817	500 07	5,625 09	2,812 54	8,937 70	3,085 64	250 00	4,304 40	.....
655	Stephentown.....	109	386,083	3,542	3 49	2,250 00	2,600 00	4,853 49	500 00	100 00	1,259 77	.....
	Total.....	1,291	.....	.....	\$2,069 82	\$35,213 05	\$22,324 98	\$59,607 85	\$21,486 18	\$2,997 41	\$18,139 84	\$102,221 28

RENSSELAER COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
642	Berlin.....	\$3,043 23	\$346 38	\$2,497 73	\$225 05	\$68 57	\$103 22	\$290 80	\$30 47	\$10 83	.....
643	Brunswick.....	3,752 86	40 70	1,211 18	11 16	107 91	13 84	1,994 13	.....	.....	.....
644	East Greenbush.....	2,070 13	33 85	52 90	92 59	30 90	19 85	843 55	6 00	3 05	.....
645	Grafton.....	2,290 23	310 31	443 19	15 64	154 22	2 24	104 20	66 56	20 53	.....
646	Hoosick.....	5,533 95	1,519 69	2,845 10	1,592 89	327 75	167 19	1,665 70	66 00	.....	.....
647	Nassau.....	3,938 90	88 86	1,028 85	248 98	188 19	28 29	1,645 16	29 25	33 23	.....
648	North Greenbush.....	2,098 94	352 54	153 23	39 17	222 05	42 13	281 73	3 00	12 03	.....
649	Petersburg.....	1,917 80	777 85	808 51	121 49	17 65	7 35	62 63	34 07	.....	.....
650	Pittstown.....	4,597 04	929 38	1,600 63	89	100 32	180 22	1,247 55	12 00	16 15	.....
651	Poestenkill.....	2,673 99	8 41	492 14	103 31	38 13	61 87	620 07	.....	.....	.....
652	Sand Lake.....	3,118 49	622 53	320 38	129 69	57 49	402 70	1,555 67	72 65	.....	.....
653	Schaghticoke.....	5,723 36	27 24	3,348 68	517 16	54 90	250 43	1,714 75	30 00	103 91	.....
654	Schodack.....	6,725 56	2,212 14	3,085 64	.....	127 62	122 38	4,304 40	.....	.....	.....
655	Stephentown.....	4,417 26	436 23	324 40	175 60	50 32	49 68	1,240 31	9 00	10 46	.....
	Total.....	\$51,901 74	\$7,701 11	\$18,212 56	\$3,273 62	\$1,546 02	\$1,451 39	\$17,570 65	\$359 00	\$210 19	\$35,590 97

ROCKLAND COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
656	Clarkstown.....	123	\$6,285,166	\$51,098	\$1,218 21	\$13,470 05	6,285 16	\$20,973 42	\$3,056 02	\$973 62	\$1,125 09	.....
657	Haverstraw.....	13	904,960	69,612	407 00	2,600 60	904 96	3,912 56	1,850 00	200 00	1,500 00	.....
658	Orangetown.....	63	5,281,876	83,839	1,364 72	11,925 44	5,281 87	18,572 03	2,940 27	486 59	1,747 77	.....
659	Ramapo.....	123	5,119,508	41,622	1,222 55	11,280 00	5,119 50	17,622 05	907 64	1,081 84	3,542 56	.....
660	Stony Point.....	49	2,259,243	46,107	1,544 40	4,650 00	2,259 24	8,453 64	883 38	103 13	731 67	.....
	Total.....	371	.....	.....	\$5,756 88	\$43,926 09	\$19,850 73	\$69,533 70	\$9,637 31	\$2,845 18	\$8,647 09	\$90,663 28

ROCKLAND COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair in storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
656	Clarkstown.....	\$19,090 05	\$1,883 37	\$1,980 64	\$1,075 38	\$940 77	\$32 85	\$699 29	\$310 78	\$115 02	.....
657	Haverstraw.....	3,415 69	496 87	1,578 23	271 77	66 55	133 45	1,191 88	125 56	182 56	.....
658	Orangetown.....	15,456 04	3,115 99	2,384 43	555 84	363 78	122 81	628 68	840 19	278 90	.....
659	Ramapo.....	15,412 39	2,209 66	660 20	247 44	1,081 84	.....	2,156 81	883 06	502 69	.....
660	Stony Point.....	7,107 32	1,346 32	622 06	261 32	.....	103 13	730 42	1 25	.....	.....
	Total.....	\$60,481 49	\$9,052 21	\$7,225 56	\$2,411 75	\$2,452 94	\$392 24	\$5,407 08	2,160 84	\$1,079 17	\$77,727 91

ST. LAWRENCE COUNTY - - RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
661	Brasher.....	155	\$1,136,597	\$7,332	\$2,035 25	\$4,926 40	\$3,875 00	\$10,836 65	\$2,426 36	\$505 44	\$870 66	.....
662	Canton.....	167	3,046,213	18,240	18 00	8,447 40	4,175 00	12,640 40	1,043 58	524 12	1,249 70	.....
663	Clair.....	41	320,785	7,824	184 58	1,500 00	1,025 00	2,709 58	554 91	209 43	218 28	.....
664	Clifton.....	41	704,131	17,173	709 24	3,000 00	1,025 00	4,025 09	300 00	155 23	558 11	.....
665	Colton.....	89	1,206,089	13,551	167 41	5,186 61	2,225 00	8,120 85	1,400 00	400 00	565 13	.....
666	DeKalb.....	120	1,643,650	13,697	36 47	6,670 50	3,000 00	9,837 91	2,849 80	520 58	1,034 49	.....
667	DePuyter.....	51	747,395	14,654	109 10	2,606 21	1,275 00	3,917 68	1,328 13	762 14	263 10	.....
668	Edwards.....	52	568,329	10,929	425 09	1,948 71	1,294 09	3,350 90	400 00	275 61	228 80	.....
669	Fine.....	87	836,193	9,611	382 45	3,108 53	2,175 00	5,708 67	452 88	296 67	744 40	.....
670	Fowler.....	83	1,142,061	13,759	54 97	4,177 94	2,075 00	6,635 39	1,650 87	392 66	500 00	.....
671	Gouverneur.....	117	1,441,203	12,317	139 09	6,075 00	2,925 00	9,054 97	1,732 64	629 97	373 82	.....
672	Hammond.....	74	997,820	13,484	199 63	3,205 42	1,600 00	4,944 51	484 18	539 82	511 84	.....
673	Herman.....	79	554,713	7,021	343 28	3,255 71	1,975 00	5,430 34	600 00	247 26	317 34	.....
674	Hopkinton.....	92	975,995	10,608	517 63	2,833 79	1,864 47	5,041 54	1,165 94	336 84	422 66	.....
675	Lawrence.....	87	872,310	10,026	531 30	2,450 37	1,715 25	4,683 25	790 99	245 86	317 03	.....
676	Lisbon.....	187	2,303,604	12,318	380 20	9,446 20	4,675 00	14,652 50	2,398 10	1,024 40	1,355 90	.....
677	Lewisville.....	82	794,503	9,689	.....	3,134 89	2,050 00	5,565 00	1,105 20	178 34	443 90	.....
678	Macomb.....	78	579,627	7,431	.....	3,637 90	1,950 00	5,587 90	1,780 05	357 61	158 00	.....
679	Madrid.....	89	1,102,828	12,391	205 89	4,126 86	2,225 00	6,557 75	1,905 06	363 30	548 03	.....
680	Massena.....	84	2,791,398	33,230	10 22	7,003 14	2,791 39	9,804 75	3,812 21	2,485 56	1,565 95	.....
681	Morristown.....	73	1,019,339	13,963	447 23	4,214 95	1,825 00	6,487 18	985 86	500 00	2,171 41	.....
682	Norfolk.....	93	1,706,982	18,356	.....	5,373 88	2,325 00	7,698 88	5,000 00	594 56	983 21	.....
683	Oswegatchie.....	123	1,611,882	13,104	.....	6,432 18	3,075 00	9,507 18	1,130 03	603 10	1,017 75	.....
684	Parishville.....	120	663,424	5,528	2 28	2,442 73	2,193 10	4,638 11	804 56	344 73	609 59	.....
685	Piercefield.....	36	764,090	21,224	3 71	2,031 82	900 00	2,935 53	300 00	594 48	455 64	.....
686	Pierrepont.....	112	788,002	7,035	100 47	3,165 23	2,532 18	5,797 88	1,117 18	422 43	775 30	.....
687	Pitcairn.....	55	224,892	4,088	52 90	1,380 50	1,375 00	2,808 40	307 42	81 31	289 75	.....
688	Pottsdam.....	186	2,271,927	12,214	57 00	6,237 75	3,629 73	9,924 48	4,197 34	1,083 54	2,585 51	.....
689	Rosse.....	66	448,875	6,801	68	1,600 61	1,440 00	3,041 29	655 57	78 87	207 68	.....
690	Russell.....	125	859,835	6,878	43	3,984 38	3,125 00	7,109 81	504 02	304 91	616 22	.....
691	Stockholm.....	166	1,248,698	7,522	.....	5,344 77	4,150 00	9,494 77	1,000 00	549 43	866 77	.....
692	Wadlington.....	89	822,484	9,241	45 12	3,043 74	1,955 61	5,044 47	543 84	400 00	616 52	.....
	Total.....	3105	.....	.....	\$7,158 71	\$131,994 17	\$74,440 82	\$213,593 70	\$44,726 72	\$16,008 23	\$23,442 49	\$297,771 14

ST. LAWRENCE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
661	Brasher.....	\$10,459 88	\$376 77	\$1,848 74	\$577 62	\$505 44	.....	\$688 91	\$103 85	\$77 90	.....
662	Canton.....	12,640 40	.....	1,035 49	8 09	490 24	\$33 88	873 95	375 75	.....	.....
663	Clair.....	2,494 09	215 49	316 23	238 68	164 85	44 58	82 45	3 00	132 83	.....
664	Clifton.....	3,912 92	112 17	291 52	8 48	35 03	120 20	83 00	49 62	425 49	.....
665	Colton.....	6,727 67	1,393 18	1,179 45	220 55	170 69	229 31	522 02	29 05	14 06	.....
666	DeKalb.....	9,783 09	54 82	2,849 80	.....	503 82	16 76	617 50	352 50	64 49	.....
667	DePeyater.....	3,903 70	13 98	1,328 13	.....	757 14	5 00	195 90	11 00	56 20	.....
668	Edwards.....	2,731 00	619 90	112 11	287 89	107 87	167 77	228 80	.....	.....	.....
669	Fine.....	5,403 79	304 88	402 85	50 03	173 06	123 61	519 32	225 08	.....	.....
670	Fowler.....	6,517 25	118 14	1,357 30	293 57	392 66	.....	344 38	155 62	.....	.....
671	Gouverneur.....	8,910 90	144 07	1,615 09	117 55	432 83	197 14	333 20	20 00	20 62	.....
672	Hammond.....	4,519 14	425 37	484 18	.....	539 82	.....	203 35	308 49	.....	.....
673	Herman.....	5,430 34	.....	600 00	.....	247 26	.....	293 89	23 45	.....	.....
674	Hopkinton.....	4,562 50	479 04	453 17	712 77	209 42	127 42	395 66	27 00	.....	.....
675	Lawrence.....	4,143 44	539 81	497 71	293 28	245 86	.....	287 52	29 51	.....	.....
676	Lisbon.....	12,632 58	2,019 92	1,255 19	1,142 91	1,024 40	.....	1,192 00	163 90	.....	.....
677	Lewisville.....	5,456 70	108 39	1,103 02	2 18	178 34	.....	1,125 40	256 99	61 51	.....
678	Macomb.....	4,908 22	679 68	1,684 96	95 09	357 61	.....	79 50	17 61	60 89	.....
679	Madrid.....	6,437 84	119 91	1,400 64	504 42	279 56	83 74	259 22	179 54	109 27	.....
680	Massena.....	7,590 61	2,214 14	2,022 01	1,790 20	2,445 98	39 58	149 65	1,067 50	348 80	.....
681	Morristown.....	5,276 62	1,210 56	967 21	18 65	296 89	203 11	469 40	1,621 11	80 90	.....
682	Norfolk.....	7,698 88	.....	3,547 97	1,452 03	594 56	.....	638 24	344 97	.....	.....
683	Oswegatchie.....	8,197 82	1,309 36	154 31	975 72	590 13	12 97	531 62	303 35	182 78	.....
684	Parishville.....	4,636 33	1 78	681 73	122 83	323 74	20 99	606 38	1 50	1 71	.....
685	Piercefild.....	2,935 53	.....	261 14	38 86	594 48	.....	199 11	266 53	.....	.....
686	Pierrepoint.....	5,667 89	129 99	908 16	209 02	271 20	151 23	547 76	63 28	164 26	.....
687	Pitcairn.....	2,688 09	120 31	288 73	18 69	81 31	.....	289 75	.....	.....	.....
688	Potsdam.....	9,326 80	597 68	4,197 34	.....	983 54	100 00	1,199 91	1,385 60	.....	.....
689	Rome.....	3,036 94	4 25	635 83	19 74	76 55	2 32	135 15	43 14	29 39	.....
690	Russell.....	7,109 38	43	501 48	2 54	304 77	14	571 19	45 03	.....	.....
691	Stockholm.....	7,131 42	2,363 35	1,000 00	.....	549 43	.....	815 67	51 10	.....	.....
692	Wadlington.....	4,988 70	55 77	406 42	137 42	338 22	61 78	417 10	141 90	57 52	.....
	Total.....	\$197,860 46	\$15,733 24	\$35,387 91	\$9,338 81	\$14,266 70	\$1,741 53	\$13,896 90	\$7,656 97	\$1,888 62	\$269,068 91

SARATOGA COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis State of aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
693	Ballston.....	60	\$1,492,374	\$24,872	\$722 71	\$1,955 11	\$977 55	\$3,655 37	\$5,917 71	\$405 63	\$1,299 24	.....
694	Charlton.....	69	643,121	9,320	298 14	1,716 92	1,201 84	3,216 90	950 00	115 52	1,827 32	.....
695	Clifton Park.....	101	1,722,935	17,058	.....	3,133 89	1,564 54	4,698 43	870 91	145 79	1,988 86	.....
696	Corinth.....	66	269,376	4,061	62 81	1,020 94	1,020 94	2,104 69	1,581 12	258 23	569 77	.....
697	Day.....	66	107,588	1,630	78 86	508 16	501 46	1,088 48	104 46	28 20	284 94	.....
698	Edinburg.....	52	137,365	2,641	.....	1,063 49	658 04	1,721 53	288 90	60 00	695 99	.....
699	Galway.....	101	486,701	4,818	.....	2,091 30	2,525 00	4,616 30	100 00	798 24	1,661 75	.....
700	Greenfield.....	128	638,074	4,984	84 79	2,138 99	2,888 99	5,112 77	687 92	307 03	1,576 50	.....
701	Hadley.....	61	319,955	5,245	60	1,911 26	1,495 13	3,406 99	848 79	1,948 90	344 08	.....
762	Half Moon.....	79	2,295,114	29,052	224 48	4,788 58	2,295 11	7,308 17	805 56	300 00	2,400 00	.....
703	Malta.....	59	690,633	11,536	82 77	1,547 30	833 13	2,463 20	55 23	62 54	845 02	.....
704	Milton.....	93	741,797	7,976	.....	2,949 78	2,325 00	5,274 78	1,000 00	558 41	1,100 00	.....
705	Moreau.....	84	1,334,115	15,882	276 68	4,308 41	1,958 19	6,543 28	725 39	225 52	808 14	.....
706	Northumberland.....	76	677,836	8,918	261 36	1,804 12	1,443 29	3,508 77	426 07	75 00	915 13	.....
707	Providence.....	64	163,450	2,553	4 60	1,166 12	1,356 12	2,566 84	244 05	50 00	1,197 90	.....
708	Saratoga.....	98	818,165	8,348	24 77	2,328 79	1,783 03	4,136 59	2,337 32	116 35	2,260 30	.....
709	Saratoga Springs.....	60	1,291,650	21,526	.....	3,724 38	1,500 00	5,224 38	.....	.....	.....	.....
710	Stillwater.....	100	1,830,110	18,301	140 73	3,985 33	1,992 66	6,117 72	1,626 17	335 42	2,039 15	.....
711	Waterford.....	12	1,325,248	110,437	2,172 38	1,073 02	536 51	3,781 91	373 90	38 85	447 66	.....
712	Wilton.....	82	623,073	7,598	27 51	2,545 73	2,036 06	4,609 30	480 39	76 12	955 07	.....
	Total.....	1511	.....	.....	\$4,463 19	\$45,751 62	\$30,892 59	\$81,107 40	\$19,423 89	\$5,905 75	\$23,216 82	\$129,653 86

SARATOGA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
693	Ballston	\$3,584 65	\$70 72	\$5,917 71		\$405 63		\$1,257 33		\$41 91	
694	Charlton	2,877 87	339 04	943 75	\$6 25	107 08	\$8 44	1,815 36		11 96	
695	Clifton Park	4,274 73	423 70	561 79	309 12	83 79	62 00	1,938 16	\$50 70		
696	Corinth	2,094 03	10 66	1,016 56	564 56	121 72	136 51	471 22	51 69	46 86	
697	Day	1,088 48		101 98	2 48	28 20		284 94			
698	Edinburg	1,183 99		189 10	99 80	36 49	23 51	671 12	24 87		
699	Galway	3,800 76		94 24	5 76	798 24		1,661 75			
700	Greenfield	4,749 97		508 41	179 51	303 28	3 75	1,192 92	376 68	6 90	
701	Hadley	3,329 38		128 99	719 80	1,839 56	109 34	260 55	42 00	41 53	
702	Half Moon	6,886 05		525 47	280 09	25 30	274 70	2,348 00		52 00	
703	Malta	2,387 78		12 60	42 63	61 95	59	818 35	15 74	10 93	
704	Milton	4,986 66		639 49	360 51	558 41		939 60	141 91	18 49	
705	Moreau	5,795 06		143 66	581 73	167 85	57 67	783 17	24 00	97 00	
706	Northumberland	3,158 67		426 07		75 00		900 13	15 00		
707	Providence	2,093 28		243 69	36	41 35	8 65	1,129 19	4 80	63 91	
708	Saratoga	3,217 12		1,948 41	388 91	75 09	41 26	1,371 60	858 50	30 20	
709	Saratoga Springs	4,510 89									
710	Stillwater	4,767 00	1,351 72	1,626 17		37 86	297 56	2,025 81		13 34	
711	Waterford	1,611 14	2,170 77	327 63	46 27	14 35	24 50	391 25	40 75	15 66	
712	Wilton	4,423 36	185 94	480 39		76 12		561 07	394 00		
	Total	\$70,820 87	\$10,286 53	\$15,836 11	\$3,587 78	\$4,857 27	\$1,048 48	\$20,821 52	\$2,040 64	\$354 66	\$114,376 41

SCHENECTADY COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
713	Duanesburg.....	147	\$1,697,867	\$11,550	\$547 39	\$4,067 12	\$3,120 00	\$7,734 51	\$2,082 15	\$678 59	\$4,479 39	.....
714	Glenville.....	109	1,567,270	14,378	.....	3,304 50	1,650 00	4,954 50	500 00	200 00	6,078 03	.....
715	Niskayuna.....	37	2,015,812	54,481	..... 05	4,244 30	2,015 81	6,260 16	77 43	220 20	552 78	.....
716	Princetown.....	46	426,660	9,275	223 09	1,300 00	840 00	2,363 09	5,068 94	120 03	906 50	.....
717	Rotterdam.....	74	3,438,200	46,462	370 91	6,404 46	2,500 00	9,275 37	4,388 51	593 57	3,742 72	.....
	Total.....	413	.....	.....	\$1,141 44	\$19,320 38	\$10,125 81	\$30,587 63	\$12,117 03	\$1,812 39	\$15,759 42	\$60,276 47

SCHENECTADY COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
713	Duanesburg.....	\$7,100 84	\$633 67	\$744 69	\$1,337 46	\$620 66	\$57 93	\$4,336 95	\$34 71	\$107 73	.....
714	Glenville.....	4,649 70	304 80	485 70	14 30	80 05	119 95	3,652 98	2,274 36	150 69	.....
715	Niskayuna.....	5,657 35	602 81	9 25	68 18	174 78	45 42	526 10	24 25	2 43	.....
716	Princeton.....	1,955 03	408 06	4,835 25	233 69	118 57	1 46	906 50	.....	.....	.....
717	Rottardam.....	7,336 82	1,938 55	4,388 51	.....	568 56	25 01	3,411 22	331 50	.....	.....
	Total.....	\$26,699 74	\$3,887 89	\$10,463 40	\$1,653 63	\$1,562 62	\$249 77	\$12,833 75	\$2,664 82	\$260 85	\$54,224 33

SCHOHARIE COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
718	Blenheim.....	63	\$259,578	\$4,120	\$57 43	\$1,000 00	\$1,000 00	\$2,057 43	\$455 81	\$30 41	\$103 96	.....
719	Broome.....	110	319,844	2,907	136 96	700 00	2,582 50	3,419 46	464 96	70 23	307 61	.....
720	Carlisle.....	63	627,003	9,952	991 85	2,750 29	1,549 98	5,292 12	874 86	328 33	1,815 88	.....
721	Cobleskill.....	59	1,093,784	18,538	278 44	3,775 00	1,475 00	5,528 44	1,233 65	595 65	1,706 24	.....
722	Conesville.....	75	334,766	4,463	361 87	1,300 00	1,300 00	2,961 87	1,869 28	118 49	120 11	.....
723	Esperence.....	40	455,983	11,399	653 37	2,078 12	946 87	3,678 36	1,054 82	267 12	962 32	.....
724	Fulton.....	115	597,867	5,198	1,849 58	1,841 70	1,657 53	4,848 81	2,334 02	294 41	1,111 36	.....
725	Gilboa.....	122	669,616	5,488	23 38	3,012 47	2,700 00	5,735 85	576 21	227 25	762 14	.....
726	Jefferson.....	90	533,672	5,929	639 00	1,600 00	1,440 00	3,679 00	7,233 37	230 83	1,305 20	.....
727	Middleburg.....	101	637,347	6,310	24 50	2,123 62	1,813 15	3,961 27	1,519 16	682 21	998 03	.....
728	Richmondville.....	71	741,203	10,439	340 13	1,715 95	1,148 66	3,204 74	1,500 00	160 69	1,315 91	.....
729	Schoharie.....	54	851,515	15,768	659 89	1,494 19	747 09	2,901 17	509 35	231 99	1,053 43	.....
730	Seward.....	78	776,924	9,960	100 15	2,937 35	1,950 00	4,987 50	924 63	409 25	1,189 55	.....
731	Sharon.....	75	956,657	12,755	365 34	3,118 03	1,860 00	5,343 37	257 44	802 25	1,661 90	.....
732	Summit.....	79	454,598	5,754	709 11	2,490 00	1,170 00	4,369 11	1,326 35	453 55	944 36	.....
733	Wright.....	64	522,426	8,164	128 46	1,200 00	1,040 00	2,368 46		84 62	1,282 17	.....
	Total.....	1,259	.....	.....	\$6,819 46	\$33,136 72	\$24,380 78	\$64,336 96	\$21,405 82	\$4,987 28	\$16,640 17	\$107,370 23

SCHOHARIE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
718	Blenheim.....	\$1,535 03	\$522 40	\$9 34	\$446 47	\$22 75	\$7 66	\$65 74	\$3 00	\$35 22	.....
719	Broome.....	3,175 85	243 61	242 71	222 25	68 35	1 88	294 75	7 10	5 76	.....
720	Carlisle.....	4,369 65	922 47	715 31	159 55	242 39	85 94	1,456 80	214 78	144 30	.....
721	Cobleskill.....	4,948 28	580 16	1,190 61	43 04	475 33	120 32	1,155 05	523 75	27 44	.....
722	Conesville.....	2,736 57	225 30	1,673 77	195 51	42 91	75 58	79 02	18 00	23 09	.....
723	Esperence.....	3,163 98	514 38	565 43	489 39	210 73	56 39	882 45	44 90	34 97	.....
724	Fulton.....	4,732 47	116 34	2,217 21	116 81	294 41	.....	851 41	250 37	9 58	.....
725	Gilboa.....	5,689 27	46 58	199 91	.....	227 25	.....	762 14	.....	.....	.....
726	Jefferson.....	3,119 27	559 73	378 09	198 12	230 83	.....	866 99	438 21	.....	.....
727	Middleburg.....	3,805 27	156 00	5,579 82	1,653 55	550 92	131 29	986 83	11 03	17	.....
728	Richmondville.....	3,153 34	51 40	1,461 88	129 28	151 47	9 22	878 35	415 00	22 56	.....
729	Schoharie.....	2,398 12	503 05	426 25	73 75	216 06	15 93	863 32	23 20	166 91	.....
730	Seward.....	3,517 06	1,470 44	430 55	78 80	343 82	66 43	1,111 30	69 08	9 17	.....
731	Sharon.....	5,322 44	20 93	922 47	2 16	797 74	4 51	1,573 13	42 43	46 34	.....
732	Summit.....	2,225 92	2,143 19	144 41	113 03	270 21	183 34	1,646 72	246 30	51 34	.....
733	Wright.....	2,060 00	308 46	1,323 23	3 12	57 29	27 33	1,133 23	88 95	59 90	.....
	Total.....	\$55,952 52	\$8,384 44	\$17,480 99	\$3,924 83	\$4,202 46	\$784 82	\$13,607 23	\$2,396 10	\$636 84	\$93,639 30

SCHUYLER COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mille as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
734	Catharine.....	72	\$485,914	\$6,748	\$54 24	\$2,501 45	\$1,575 00	\$4,130 69	\$129 03	\$200 00	\$211 03	.....
735	Cayuta.....	36	344,150	9,559	471 53	750 00	525 00	1,746 53	332 32	87 71	97 42	.....
736	Dix.....	90	938,356	10,428	80 67	4,715 00	2,250 00	7,045 67	543 85	546 19	927 75	.....
737	Hector.....	249	2,424,228	9,735	119 41	6,000 00	4,690 00	10,809 41	4,664 14	502 68	1,318 23	.....
738	Montour.....	41	479,549	11,696	127 32	1,500 00	900 00	2,527 32	1,059 86	285 32	725 70	.....
739	Orange.....	115	319,642	2,778	792 87	1,810 00	1,800 00	4,402 87	573 27	250 02	383 80	.....
740	Reading.....	61	856,149	14,035	283 24	2,300 00	1,150 00	3,733 24	1,801 71	150 00	4 65	.....
741	Tyrone.....	98	621,115	6,337	130 31	2,091 78	1,800 00	4,022 09	399 98	398 52	356 42	.....
	Total.....	762	.....	.....	\$2,059 59	\$21,668 23	\$14,690 00	\$38,417 82	\$9,504 16	\$2,420 44	\$4,025 00	\$54,367 42

SCHUYLER COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in misce- laneous fund	Total expendi- tures for all highway purposes
734	Catharine.....	\$3,403 55	\$727 14	\$51 53	\$77 50	\$165 90	\$34 10	\$181 05	\$26 42	\$3 56	.....
735	Cayuta.....	1,121 49	625 04	273 89	58 43	54 66	33 05	49 33	3 00	45 09	.....
736	Dix.....	7,038 48	7 19	512 07	31 78	334 10	212 09	439 12	488 63	.....	.....
737	Hector.....	7,905 67	2,903 74	3,353 24	1,310 80	502 68	.....	1,296 51	.....	21 72	.....
738	Montour.....	2,019 34	507 98	1,059 86	.....	238 37	46 95	219 70	506 00	.....	.....
739	Orange.....	4,178 65	224 22	553 20	20 07	245 62	4 40	224 17	159 20	43	.....
740	Reading.....	3,044 53	688 71	142 00	1,659 71	101 31	48 69	.....	.....	4 65	.....
741	Tyrone.....	3,359 42	662 67	283 42	166 56	121 10	277 42	312 30	28 00	16 12	.....
	Total.....	\$32,071 13	\$6,346 69	\$6,179 31	\$3,324 85	\$1,763 74	\$656 70	\$2,722 18	\$1,211 25	\$91 57	\$43,947.61

SENECA COUNTY -- RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
742	Covert.....	70	\$1,096,473	\$15,663	\$1,486 77	\$3,714 05	\$1,750 00	\$6,950 82	\$487 71	\$538 49	\$1,864 29	.....
743	Fayette.....	142	2,168,068	15,268	1,951 87	5,194 37	2,500 00	9,646 24	2,596 03	797 53	2,765 00	.....
744	Junius.....	63	605,782	11,044	4 76	2,750 77	1,575 00	4,330 53	91 45	60 11	1,515 82	.....
745	Lodi.....	77	1,256,654	16,320	10 11	3,071 54	1,250 00	4,331 65	902 10	545 99	1,394 48	.....
746	Ovid.....	71	1,270,294	17,891	2,841 29	3,813 13	1,775 00	8,429 42	626 07	1,121 67	1,270 95	.....
747	Romulus.....	84	1,432,932	17,058	76	3,634 26	1,750 00	5,385 02	988 82	913 80	904 37	.....
748	Seneca Falls.....	38	1,084,335	28,535	34 54	3,055 55	1,084 33	4,174 42	946 45	331 05	877 83	.....
749	Tyre.....	52	604,590	11,626	101 72	2,167 00	1,300 00	3,568 72	205 00	186 44	802 99	.....
750	Varick.....	61	1,103,414	18,088	.....	1,978 49	900 00	2,878 49	785 00	193 52	1,608 40	.....
751	Waterloo.....	46	1,554,449	33,792	42 34	3,109 00	1,554 43	4,705 77	1,225 43	100 00	484 65	.....
	Total.....	704	.....	.....	\$6,474 16	\$32,488 16	\$15,438 76	\$54,401 08	\$8,854 06	\$4,788 60	\$13,488 78	\$81,532 52

SENECA COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
742	Covert.....	\$3,095 82	\$3,855 00	\$310 30	\$177 41	\$538 49	.....	\$1,493 32	\$144 04	\$226 93	.....
743	Fayette.....	8,020 01	1,626 23	1,948 49	647 54	758 26	\$39 27	2,750 57	12 25	2 18	.....
744	Junius.....	4,178 88	151 65	90 87	58	59 69	42	1,453 97	59 25	2 60	.....
745	Lodi.....	4,315 09	16 56	659 41	243 69	545 99	.....	1,142 15	252 13	20	.....
746	Ovid.....	7,429 32	1,000 10	621 43	4 64	1,121 67	.....	1,044 65	226 30	.....	.....
747	Romulus.....	4,390 76	994 26	330 83	657 99	735 55	178 25	854 80	.....	49 57	.....
748	Seneca Falls.....	3,671 48	502 94	244 61	701 84	315 87	15 18	850 75	.....	27 08	.....
749	Tyre.....	3,420 65	148 07	116 84	88 16	70 30	116 14	801 19	1 80	.....	.....
750	Varick.....	2,870 03	8 46	780 08	4 92	193 52	.....	1,446 25	120 33	41 82	.....
751	Waterloo.....	3,862 95	842 82	1,225 43	.....	15 01	84 99	484 65	.....	.....	.....
	Total.....	\$45,254 99	\$9,146 09	\$6,327 29	\$2,526 77	\$4,354 35	\$434 25	\$12,322 30	\$816 10	350 38	\$69,075 03

STEBEN COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equalize- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
753	Addison.....	51	\$303,491	\$5,950	\$653 35	\$1,696 69	\$1,275 00	\$3,625 04	\$444 90	\$400 16	\$329 96	.....
753	Avoka.....	82	906 462	11,054	1,029 44	3,876 00	1,200 00	6,105 44	8,558 94	760 71	428 29	.....
754	Bath.....	207	1,622,482	7,888	541 01	11,160 50	4,800 00	16,501 51	5,248 00	500 00	1,923 37	.....
755	Bradford.....	57	316,371	5,550	1,421 61	1,100 00	2,990 00	3,511 61	121 17	54 88	392 96	.....
756	Cameron.....	106	701,770	6,620	248 86	3,907 30	2,610 00	6,766 16	1,161 16	81 78	1,007 29	.....
757	Campbell.....	85	953,441	11,216	1,256 59	4,308 00	1,080 00	6,644 59	934 84	376 42	427 87	.....
758	Canisteo.....	94	785,539	8,366	240 86	4,441 00	2,350 00	7,031 86	3,604 52	791 09	1,441 88	.....
759	Caton.....	91	612,531	6,731	301 71	2,726 86	2,275 00	5,303 57	3,580 29	151 70	1,032 56	.....
760	Cohocton.....	129	1,485,688	11,516	947 96	4,008 00	2,400 00	7,355 96	3,906 37	676 08	955 76	.....
761	Corning.....	87	1,299,315	14,984	134 04	3,003 52	1,500 00	4,637 04	1,750 20	279 95	532 21	.....
762	Dansville.....	124	1,224,843	9,877	1,300 88	3,363 52	2,100 00	6,764 40	2,582 06	821 84	610 38	.....
763	Erwin.....	59	1,075,442	18,227	1 43	2,716 10	900 00	3,617 53	1,008 39	505 89	602 69	.....
764	Freemont.....	81	631,743	7,799	264 74	4,300 00	1,440 00	6,004 74	4,108 10	200 00	650 51	.....
765	Greenwood.....	96	622,493	6,484	1,459 71	4,672 45	2,400 00	8,532 16	3,432 96	743 51	887 36	.....
766	Hartsville.....	67	294,148	4,390	434 22	2,726 12	1,675 00	4,835 34	2,156 88	54 81	351 70	.....
767	Hornby.....	91	470,211	5,167	405 97	1,700 40	1,530 00	3,636 37	526 83	244 34	372 05	.....
768	Hornellville.....	90	1,359,335	15,108	28 87	5,258 69	2,250 00	7,537 56	4,314 42	785 76	678 06	.....
769	Howard.....	147	760,195	5,171	72 99	2,500 00	3,150 00	5,732 99	1,780 00	311 36	700 00	.....
770	Jasper.....	112	758,827	6,775	714 86	3,148 40	2,800 00	6,643 28	1,841 59	450 91	784 33	.....
771	Lindley.....	76	582,203	7,680	201 19	2,883 90	1,900 00	4,485 09	1,289 21	153 66	228 31	.....
772	Prattsburg.....	117	766,569	6,551	35 65	3,068 80	2,925 60	6,039 45	1,000 39	500 00	1,007 00	.....
773	Pultncy.....	87	835,972	9,608	643 20	3,013 16	1,960 00	5,616 36	1,179 51	301 95	727 39	.....
774	Rathbone.....	88	752,843	8,549	1,053 43	3,228 20	1,760 00	5,021 63	1,721 95	192 12	561 73	.....
775	Thurston.....	89	419,575	4,714	233 89	1,648 37	1,600 00	3,482 26	1,361 59	274 49	425 12	.....
776	Troupsburg.....	122	668,821	5,482	224 32	3,004 25	2,700 00	5,928 57	1,800 63	257 00	400 26	.....
777	Tuscarora.....	80	552,149	6,901	422 36	3,632 00	2,000 00	6,054 36	682 83	124 62	517 12	.....
778	Urbana.....	98	1,442,195	14,716	458 66	5,002 11	2,450 00	7,910 77	1,095 95	545 13	1,002 64	.....
779	Wayland.....	90	1,206,136	13,434	206 35	6,875 09	2,000 00	8,061 35	1,309 14	307 11	1,324 06	.....
780	Wayne.....	53	434,990	8,194	118 75	1,657 09	1,125 00	3,100 73	500 83	306 70	405 97	.....
781	West Union.....	100	467,794	4,677	558 54	6,875 09	2,000 00	9,933 54	1,566 96	617 88	652 41	.....
782	Wheeler.....	113	783,057	6,929	244 44	3,145 75	2,835 00	6,219 19	2,598 34	660 00	629 60	.....
783	Woodhull.....	125	680,162	5,441	1,209 24	3,557 59	3,125 00	7,891 74	2,755 41	630 78	567 31	.....
	Total.....	3,094	.....	.....	\$17,049 14	\$115,708 07	\$67,795 00	\$200,552 21	\$63,924 34	\$13,061 88	\$22,758 15	\$300,296 53

STEBEN COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
752	Addison	\$2,208 22	\$1,416 82	\$328 25	\$116 65	\$400 16	\$19 06	\$288 15	\$41 81		
753	Avoca	5,113 46	991 98	7,997 08	561 86	741 65	52 85	321 48	90 01	\$16 80	
754	Bath	15,082 29	1,419 22	5,094 90	153 10	447 15	16 00	1,000 24	914 57	8 56	
755	Bradford	2,642 14	869 47	49 37	71 80	38 88		340 76	52 20		
756	Cameron	6,040 52	725 64	1,042 02	119 13	73 72	8 01	484 17	490 52	32 60	
757	Campbell	5,634 82	1,009 77	551 68	383 16	258 70	117 72	202 99	164 90	59 98	
758	Canistota	6,872 84	1,59 02	3,290 90	313 62	788 62	2 47	242 47	1,185 93	13 48	
759	Caton	4,302 11	1,001 46	580 29		151 70		546 79	480 05	5 72	
760	Cohocton	5,649 64	1,706 32	3,803 92	102 45	642 91	33 17	936 97	6 00	12 79	
761	Corning	3,025 59	1,611 45	1,478 81	271 39	257 85	22 10	299 80	192 60	39 81	
762	Dansville	5,673 30	1,091 10	2,489 45	92 61	821 66	18	138 05	464 07	8 26	
763	Erwin	3,517 69	99 84	947 33	61 06	471 55	34 34	317 27	281 05	4 37	
764	Freemont	3,077 42	2,927 32	4,007 73	100 37	153 88	46 12	126 90	523 61		
765	Greenwood	6,842 76	1,689 40	3,238 08	194 88	623 67	119 84	133 67	449 00	304 69	
766	Hartsville	4,543 42	291 92	1,963 10	193 78	53 81	1 00	292 50	59 20		
767	Hornby	2,814 52	821 85	4,07 96	118 87	193 76	50 58	318 71	53 30	04	
768	Hornellsville	7,027 93	509 63	4,264 26	50 16	784 11	1 65	306 69	366 06	5 31	
769	Howard	5,668 12	54 87	6,85 93	94 07	250 93	51 43	209 30	383 98	46 72	
770	Jasper	6,085 63	577 65	1,716 88	124 71	417 92	32 29	402 01	313 81	68 51	
771	Lindley	3,881 12	603 97	1,229 95	59 26	62 33	91 33	183 92	43 67	72	
772	Prattsburg	5,771 40	238 05	526 50	373 88	405 87	94 13	781 37	135 60	90 03	
773	Pultney	5,191 00	425 36	809 64	369 97	301 95		463 70	239 25	24 44	
774	Rathbone	3,298 49	1,722 14	687 62	34 33	114 54	77 58	290 11	253 76	17 86	
775	Thurston	2,094 36	1,387 90	1,301 50		195 00	79 49	173 55	251 57		
776	Troupsburg	5,174 15	754 42	1,014 14	786 49	254 06	2 94	342 13	49 25	8 88	
777	Tuscarora	5,833 38	220 98	325 23	357 59	26 51	98 11	192 90	58 40	265 82	
778	Urbana	6,554 96	1,355 81	1,093 31	2 64	520 03	25 10	899 36	98 34	4 94	
779	Wayland	5,217 18	2,864 17	1,309 14		294 56	12 55	614 22	909 84		
780	Wayne	2,115 64	985 11	1,00 00	200 83	291 06	15 64	364 12		41 85	
781	West Union	8,971 27	962 27	763 63	303 33	616 47	1 41	319 50	285 80	47 11	
782	Wheeler	4,884 95	1,334 24	2,398 34		645 53	14 47	517 91	96 51	15 18	
783	Woodhull	4,675 66	3,216 08	2,731 03	24 38	630 51	27	235 06	330 00	2 25	
	Total	\$105,480 96	\$35,065 23	\$58,287 97	\$5,636 37	\$11,940 05	\$1,121 83	\$12,346 77	\$9,264 66	\$1,146 72	\$257,326 43

SUFFOLK COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
784	Babylon.....	128	\$4,108,537	\$32,008	\$562 81	18,115 34	\$4,108 53	\$22,786 68	\$3,684 33	\$929 32	\$11,750 76	.....
785	Brookhaven.....	471	20,423,994	43,363	4,238 22	91,987 92	20,423 99	116,650 13	3,067 63	877 16	3,223 74	.....
786	East Hampton.....	153	5,918,009	38,679	60 46	25,270 57	5,918 01	31,249 04	383 11	829 48	6,447 77	.....
787	Huntington.....	267	14,012,240	52,480	9,159 10	55,509 28	14,012 24	78,680 62	2,038 53	867 44	2,083 92	.....
788	Islip.....	201	25,400,650	126,371	1,245 46	56,698 20	25,400 65	83,344 31	1,000 00	2,370 16	2,003 50	.....
789	Riverhead.....	138	5,647,865	40,926	324 25	27,639 20	5,647 86	33,611 31	918 74	1,466 61	1,607 00	.....
790	Shelter Island.....	20	2,274,563	113,723	238 64	4,021 74	1,750 00	6,010 38	136 58	376 36	545 97	.....
791	Smithtown.....	126	6,167,429	48,947	3,643 32	13,102 60	6,167 42	22,913 34	783 08	553 65	717 17	.....
792	Southampton.....	325	10,343,042	31,824	1,811 84	82,029 57	10,343 04	94,184 45	7,269 35	1,737 48	13,847 01	.....
793	Southold.....	124	7,277,639	58,690	7,486 60	29,414 56	7,277 63	44,178 79	2,379 54	1,477 71	4,850 49	.....
	Total.....	1,953	.....	.....	\$28,770 70	\$403,788 98	\$101,049 37	\$533,609 05	\$21,660 89	\$11,485 37	\$47,077 33	\$613,832 64

SUFFOLK COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance and highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
784	Babylon.....	\$16,644 99	\$6,141 69	\$2,137 80	\$1,546 53	\$104 84	\$824 48	\$406 25	\$6,028 52	\$5,315 99	.....
785	Brookhaven.....	68,869 48	47,780 65	566 57	2,501 06	706 56	170 60	115 50	743 64	2,364 60	.....
786	East Hampton.....	29,464 63	1,784 41	237 30	145 81	696 99	132 49	624 64	5,291 06	532 07	.....
787	Huntington.....	67,244 12	11,436 50	508 61	1,529 92	867 44	.....	891 79	1,185 80	6 83	.....
788	Islip.....	77,248 88	6,095 43	.....	1,000 00	2,162 87	207 29	1,840 43	1,158 12	4 95	.....
789	Riverhead.....	32,118 50	1,492 81	441 10	477 64	1,367 21	99 40	1,059 20	438 87	1,08 93	.....
790	Shelter Island.....	5,061 62	948 76	78 00	58 58	1,154 29	222 07	186 14	302 02	57 81	.....
791	Smithtown.....	13,575 53	9,337 81	262 99	520 09	459 95	93 70	397 78	319 39	.....	.....
792	Southampton.....	85,132 21	9,052 24	2,306 98	4,962 37	1,737 48	.....	1,958 90	11,888 11	.....	.....
793	Southold.....	36,741 21	7,437 58	2,224 31	155 23	1,308 70	169 01	2,450 19	2,036 48	363 82	.....
	Total.....	\$432,101 17	\$101,507 88	\$8,763 66	\$12,897 23	\$9,566 33	\$1,919 04	\$9,930 82	\$28,391 51	\$8,755 00	\$488,753 49

SULLIVAN COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
794	Bethel.....	162	\$1,300,787	\$8,029	\$612 55	\$4,000 00	\$3,200 00	\$7,812 55	\$509 92	\$374 15	\$849 82	.....
795	Calicoon.....	120	692,576	5,771	.....	4,866 00	3,000 00	7,866 00	300 00	330 25	144 15	.....
796	Cochecton.....	78	893,598	11,455	223 89	3,254 80	1,950 00	5,428 69	723 85	640 17	382 80	.....
797	Delaware.....	88	780,863	8,873	27 76	3,000 00	2,800 00	5,227 76	738 15	302 37	250 97	.....
798	Fallsburg.....	201	1,373,292	6,832	17 07	6,385 41	5,022 00	11,424 48	1,505 85	903 43	1,740 77	.....
799	Forestburg.....	66	294,880	4,467	.....	8,071 70	1,650 00	9,721 70	283 21	404 55	326 05	.....
800	Freemont.....	120	833,690	6,946	2 72	4,553 20	3,000 00	7,555 94	395 25	607 34	705 48	.....
801	Highland.....	77	365,381	4,745	5 87	2,150 00	1,925 00	4,080 87	391 50	632 94	844 61	.....
802	Liberty.....	186	1,393,128	7,489	.....	6,196 79	4,650 00	10,846 79	1,710 01	902 22	2,600 00	.....
803	Lumberland.....	84	529,763	6,306	6 08	2,560 40	2,100 00	4,666 48	1,591 11	187 68	182 79	.....
804	Mamakating.....	144	1,610,113	11,181	.....	5,041 19	3,600 00	8,641 19	1,632 18	215 80	476 05	.....
805	Neversink.....	144	422,383	2,933	136 58	3,551 00	2,800 00	6,187 58	2,173 48	167 40	849 76	.....
806	Rockland.....	144	1,118,661	7,768	.....	9,811 50	3,600 00	13,411 50	2,154 95	669 78	1,284 74	.....
807	Thompson.....	176	1,094,623	6,219	195 63	4,043 02	3,600 00	9,438 65	1,828 00	1,024 27	4,107 22	.....
808	Tuston.....	66	515,887	7,815	10 77	3,815 00	1,650 00	5,475 77	1,992 87	461 63	793 28	.....
	Total.....	1,855	.....	.....	\$2,838 92	\$71,300 01	\$43,647 00	\$117,785 98	\$15,929 90	\$7,644 00	\$13,538 40	\$154,898 23

SULLIVAN COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
794	Bethel.....	\$6,941 81	\$870 74	\$424 65	\$85 27	\$373 92	\$0 23	\$620 19	\$225 23	\$4 40	.....
795	Calicoon.....	7,865 34	66	199 39	100 61	330 26	.....	.....	97	47 15	.....
796	Cochecton.....	4,849 75	578 94	05 49	667 87	547 66	92 51	137 92	202 79	42 09	.....
797	Delaware.....	4,861 84	365 92	445 70	292 46	302 37	.....	188 72	62 25	.....	.....
798	Fallsburg.....	11,316 48	108 00	1,296 39	209 47	903 04	39	1,661 77	75 35	3 65	.....
799	Forestburg.....	7,105 19	2,616 51	283 21	.....	204 66	.....	297 34	28 72	.....	.....
800	Freemont.....	7,540 21	15 71	290 27	104 99	607 34	.....	475 36	226 63	3 44	.....
801	Highland.....	3,800 34	280 53	366 81	24 69	562 88	70 06	60 20	603 13	181 28	.....
802	Liberty.....	10,846 79	.....	1,710 01	.....	902 22	.....	2,266 11	333 89	.....	.....
803	Lumberland.....	2,841 68	1,824 80	504 48	76 63	128 38	59 25	169 84	12 95	.....	.....
804	Mamakating.....	8,641 19	.....	1,438 53	193 65	106 85	108 95	14 00	462 05	.....	.....
805	Neversink.....	4,883 24	1,304 34	1,586 77	586 71	113 18	54 22	380 91	376 00	112 85	.....
806	Rockland.....	12,245 14	1,166 36	1,797 04	357 94	637 32	52 41	219 32	1,065 42	.....	.....
807	Thompson.....	8,467 06	971 59	1,656 47	171 53	994 59	29 68	1,069 68	1,036 93	61	.....
808	Tuston.....	4,771 94	703 83	564 54	428 33	348 67	112 96	235 61	342 04	215 58	.....
	Total.....	\$106,978 00	\$10,807 93	\$12,629 75	\$3,300 15	\$7,063 34	\$580 66	\$7,776 97	\$5,150 38	\$611 05	\$139,598 44

TIOGA COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
809	Barton.....	132	\$1,139,001	\$8,628	\$49 59	\$3,533 62	\$2,826 89	\$6,410 10	\$3,309 63	\$600 00	\$1,180 85	.....
810	Berkshire.....	58	490,167	8,451	706 78	1,506 32	1,117 48	3,330 58	1,343 72	366 93	230 61	.....
811	Candor.....	191	1,197,111	6,267	3 34	3,742 48	4,331 05	8,076 87	3,704 39	403 56	491 65	.....
812	Newark Valley....	89	665,369	7,476	228 80	2,032 06	1,417 74	3,678 62	2,265 11	107 93	498 10	.....
813	Nichols.....	73	880,035	12,055	62 64	2,057 52	1,217 48	3,337 64	1,212 44	551 74	766 05	.....
814	Owego.....	224	2,358,894	10,530	82 06	5,314 59	5,600 00	10,996 65	4,757 40	588 02	1,384 36	.....
815	Richford.....	73	448,770	6,147	465 35	1,790 68	1,514 18	3,770 21	650 00	235 22	1,101 18	.....
816	Spencer.....	100	612,582	6,125	569 27	1,939 14	1,744 55	4,252 96	1,528 04	590 49	382 53	.....
817	Tioga.....	127	1,310,751	10,320	181 04	4,448 04	3,113 62	7,742 70	4,430 88	539 95	1,217 44	.....
	Total.....	1,067	.....	.....	\$2,348 87	\$26,364 47	\$22,882 99	\$51,596 33	\$23,201 61	\$3,983 84	\$7,252.77	\$86,034 55

TIoga COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
809	Barton.....	\$4,582 43	\$1,827 67	\$3,309 63	.....	\$600 00	.....	\$975 50	\$205 35	.....	.....
810	Berkshire.....	2,483 95	840 63	1,343 72	.....	866 93	.....	187 27	43 34	.....	.....
811	Candor.....	8,034 11	42 76	3,704 39	.....	403 56	.....	449 65	42 00	.....	.....
812	Newark Valley.....	3,410 09	268 53	2,238 77	\$26 34	102 63	\$5 30	447 77	22 00	\$28 53	.....
813	Nichols.....	3,218 72	118 92	907 38	305 06	340 55	211 18	530 79	65 28	, 109 98	.....
814	Owego.....	10,994 52	2 13	4,410 67	346 73	588 02	.....	1,358 86	26 50	.....	.....
815	Richford.....	3,736 15	34 06	558 70	91 30	235 22	.....	483 54	550 67	67 07	.....
816	Spencer.....	3,393 88	859 08	1,078 81	449 23	537 94	52 55	321 29	32 85	28 59	.....
817	Tioga.....	5,256 91	2,485 79	4,230 13	200 75	276 10	263 85	796 95	401 49	19 00	.....
	Total.....	\$45,110 76	\$6,485 57	\$21,782 20	\$1,419 41	\$3,450 96	\$532 88	\$5,551 62	\$1,886 38	\$312 77	\$77,283 92

TOMPKINS COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
818	Caroline.....	124	\$930,825	\$7,506	\$448 04	\$2,087 83	\$1,653 60	\$4,189 47	\$702 06	\$417 06	\$181 55	.....
819	Danby.....	125	811,537	6,492	226 32	2,150 00	1,890 00	4,266 32	1,553 81	628 14	642 51	.....
820	Dryden.....	192	1,921,768	10,009	1,532 45	6,119 32	4,550 00	12,201 77	4,924 08	581 97	2,278 95	.....
821	Enfield.....	79	580,849	7,352	530 83	2,095 41	1,600 00	4,226 24	1,439 01	404 90	985 20	.....
822	Groton.....	108	1,140,557	10,540	.....	4,248 72	2,700 00	6,948 72	5,157 00	456 77	437 95	.....
823	Itnaca.....	80	1,826,970	22,837	185 07	3,024 00	1,700 00	4,909 07	1,979 64	750 16	657 36	.....
824	Lansing.....	142	1,509,884	10,632	411 71	3,540 00	2,450 00	6,401 71	1,852 78	241 67	233 74	.....
825	Newfield.....	141	675,263	4,789	228 01	2,607 40	2,500 00	5,335 41	3,030 91	579 77	1,035 39	.....
826	Ulysses.....	100	928,445	9,284	.....	3,571 43	2,500 00	6,071 43	2,350 00	250 00	694 59	.....
	Total.....	1,067	.....	.....	\$3,562 43	\$29,444 11	\$21,543 60	\$54,550 14	\$22,989 29	\$4,310 44	\$7,147 24	\$88,997 11

TOMPKINS COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
818	Caroline.....	\$3,711 58	\$477 89	\$702 06	.....	\$417 06	.....	\$150 25	.....	\$31 30	.....
819	Danby.....	3,116 18	1,150 14	1,397 94	\$155 87	626 94	\$1 20	606 23	\$33 00	3 28	.....
820	Dryden.....	10,937 08	1,264 69	4,924 08	.....	581 97	.....	1,931 20	347 75	.....	.....
821	Enfield.....	3,002 63	1,223 61	880 91	558 10	232 23	172 67	869 82	21 55	93 83	.....
822	Groton.....	6,942 05	6 67	5,137 12	19 88	456 77	.....	173 40	197 95	66 60	.....
823	Ithaca.....	4,629 06	280 01	1,870 67	608 97	717 76	32 40	445 48	55 80	156 08	.....
824	Lansing.....	5,997 47	404 24	1,834 53	18 25	241 67	.....	.....	34 66	199 08	.....
825	Newfield.....	5,275 92	59 49	3,030 91	.....	536 90	42 87	777 37	258 02	.....	.....
826	Ulysses.....	5,859 28	212 15	2,021 11	328 89	141 65	108 35	474 45	220 14	.....	.....
	Total.....	\$49,471 25	\$5,078 89	\$21,299 33	\$1,689 96	\$3,952 95	\$357 49	\$5,428 20	\$1,168 87	\$550 17	\$81,320 60

ULSTER COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis State of aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
827	Denning.....	101	\$132,404	\$1,311	\$111 79	\$1,100 00	\$1,400 00	\$2,611 79	\$1,238 67	\$74 35	\$686 76	.....
828	Esopus.....	74	2,628,198	35,516	1,068 33	3,500 00	1,750 00	6,318 33	497 51	334 35	708 84	.....
829	Gardiner.....	82	875,131	10,672	60 92	2,000 00	1,400 00	3,460 92	1,844 88	144 50	629 06	.....
830	Hardenburg.....	65	143,950	2,214	.....	1,600 00	1,600 00	3,200 00	1,530 83	260 28	129 00	.....
831	Hurley.....	59	726,560	12,314	460 43	1,327 50	1,780 00	2,567 93	582 45	116 25	313 24	.....
832	Kingston.....	13	40,387	3,106	50 49	325 00	325 00	700 49	196 75	18 46	80 95	.....
833	Lloyd.....	67	1,849,915	27,610	430 79	3,007 75	1,500 00	4,938 54	617 90	217 10	845 04	.....
834	Marbletown.....	123	1,529,413	12,434	2,174 23	2,500 00	1,500 00	6,174 23	365 35	175 37	1,342 60	.....
835	Marlboro.....	70	1,216,159	17,373	971 84	5,695 52	1,750 00	8,417 36	778 89	586 15	674 74	.....
836	New Paltz.....	66	607,317	9,200	261 06	2,358 00	1,650 00	4,269 06	1,075 98	304 85	589 45	.....
837	Olive.....	115	863,018	7,504	335 04	2,800 00	2,240 00	5,375 04	1,180 13	100 00	1,304 68	.....
838	Plattekill.....	83	704,157	8,483	.....	2,505 60	2,000 00	4,505 60	200 00	390 00	200 00	.....
839	Rochester.....	142	943,708	6,645	.....	3,500 00	2,250 00	5,750 00	500 00	123 04	1,157 92	.....
840	Rosendale.....	50	761,954	15,239	105 04	2,021 70	1,000 00	3,126 74	1,161 29	98 87	1,191 50	.....
841	Saugerties.....	161	1,661,027	10,316	.....	8,009 92	4,025 00	12,034 92	4,860 91	658 27	1,729 67	.....
842	Shandakin.....	85	916,124	10,777	14 24	4,631 00	2,125 00	6,770 24	1,921 24	421 19	881 58	.....
843	Shawangunk.....	121	1,066,760	8,981	06	4,510 00	3,025 00	7,535 06	31,599 91	214 42	798 82	.....
844	Ulster.....	60	1,237,606	20,626	447 08	3,505 20	1,500 00	5,462 28	822 99	126 97	378 12	.....
845	Wawarsing.....	207	1,167,470	5,639	404 42	14,575 00	5,175 00	20,154 42	12,453 34	200 00	1,807 90	.....
846	Woodstock.....	104	597,691	5,747	293 79	2,535 00	2,340 00	5,168 79	966 76	100 00	1,223 76	.....
	Total.....	1,848	.....	.....	\$7,189 55	\$72,007 19	\$39,335 00	\$118,531 74	\$64,885 78	\$4,664 48	\$15,680 23	\$203,762 23

ANNUAL REPORT OF THE

ULSTER COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
827	Denning.....	\$2,370 47	\$241 32	\$1,233 45	\$5 22	\$69 74	\$4 61	\$601 88	\$71 88	\$13 00	.....
828	Esopus.....	5,315 58	1,002 75	243 99	253 52	83 68	250 67	617 60	82 85	8 39	.....
829	Gardiner.....	3,066 18	394 74	1,743 01	101 87	102 33	42 23	511 13	114 56	3 37	.....
830	Hardenburg.....	2,318 47	881 53	742 93	787 90	161 25	99 03	67 65	18 00	43 35	.....
831	Hurley.....	2,089 80	478 13	401 23	181 22	111 48	4 77	299 43	13 81	.....	.....
832	Kingston.....	606 49	94 00	38 70	158 05	7 28	11 18	86 95	.....	.....	.....
833	Lloyd.....	4,237 50	701 04	500 29	117 61	95 48	121 62	509 63	.....	336 01	.....
834	Marbletown.....	5,769 92	404 31	293 65	71 70	155 19	20 18	1,318 30	12 50	11 80	.....
835	Marlboro.....	7,379 52	1,037 84	500 00	278 89	388 69	197 46	1,577 28	.....	97 46	.....
836	New Palts.....	3,595 10	673 96	1,596 30	79 68	259 58	45 27	584 14	5 25	.....	.....
837	Olive.....	4,896 69	478 35	1,102 08	78 05	85 73	14 27	1,258 45	44 23	2 00	.....
838	Plattekill.....	4,502 33	3 27	164 30	35 70	390 00	.....	1,157 67	1 38	40 95	.....
839	Rochester.....	5,131 52	618 48	481 28	18 72	122 89	.....	1,116 36	6 00	35 56	.....
840	Rosendale.....	2,414 53	712 21	1,161 29	.....	98 87	.....	191 50	.....	.....	.....
841	Saugerties.....	11,722 38	312 54	4,547 36	313 55	644 23	14 04	1,643 69	51 35	34 63	.....
842	Shandakin.....	5,664 97	1,105 27	1,678 94	242 30	385 64	35 55	506 05	331 66	43 87	.....
843	Shawangunk.....	6,013 59	1,521 47	31,220 96	368 95	75 12	139 30	756 56	29 16	13 10	.....
844	Ulster.....	4,499 23	953 06	654 09	168 90	76 82	51 15	347 86	5 81	24 95	.....
845	Wawarsing.....	16,781 08	3,373 34	10,832 95	1,620 39	163 25	36 75	1,775 05	16 00	16 85	.....
846	Woodstock.....	4,448 03	720 76	535 58	331 18	45 08	54 92	1,035 59	154 06	34 11	.....
	Total.....	\$102,823 38	\$15,708 36	\$59,672 38	\$5,213 40	\$3,521 33	\$1,143 15	\$13,962 27	\$958 50	\$759 46	\$180,937 86

WARREN COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
847	Bolton.....	85	\$1,382,044	\$16,259	.....	\$3,000 00	\$1,500 00	\$4,500 00	\$465 74	\$412 94	\$657 46	.....
848	Caldwell.....	48	1,020,710	21,204	\$154 39	1,600 00	800 00	2,404 39	239 81	85 90	325 71	.....
849	Chester.....	129	600,904	4,658	2 92	2,000 00	2,000 00	4,002 92	750 00	100 00	1,300 00	.....
850	Hague.....	51	538,128	10,551	73 50	2,078 00	1,275 00	3,353 00	2,800 00	150 00	2,950 00	.....
851	Horicon.....	93	300,977	3,230	11 66	1,553 50	1,500 00	3,053 50	282 56	40 84	311 77	.....
852	Joinsburg.....	158	981,578	6,212	.....	3,709 83	3,199 50	6,909 33	6,618 23	417 98	2,638 17	.....
853	Luzerne.....	74	413,030	5,630	.....	1,401 88	1,200 00	2,601 88	280 05	25 00	2,226 33	.....
854	Quincy.....	147	2,303,644	15,671	81 94	8,250 42	8,500 00	11,832 36	700 42	250 90	558 43	.....
855	Stony Creek.....	70	255,802	3,369	195 32	1,596 49	1,500 00	3,096 49	499 93	142 51	1,208 43	.....
856	Taurman.....	79	313,747	3,971	1 00	2,076 85	1,500 00	3,576 85	905 95	70 78	1,882 05	.....
857	Warrensburg.....	76	1,141,758	15,023	372 25	2,000 00	1,000 00	3,000 00	849 88	243 85	2,051 20	.....
	Total.....	1,010	.....	.....	\$892 98	\$29,266 99	\$19,034 50	\$49,194 47	\$14,392 57	\$1,940 66	\$11,107 60	\$76,635 30

WARREN COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
847	Bolton.....	\$4,349 65	\$150 35	\$465 74	.....	\$239 58	\$173 36	\$545 84	\$48 30	\$63 32	.....
848	Caldwell.....	1,930 84	623 55	10	\$239 71	21 95	63 85	185 15	.....	200 21	.....
849	Chester.....	4,001 10	1 82	749 16	84	98 90	1 10	1,261 97	35 30	2 73	.....
850	Hague.....	3,320 15	106 35	2,381 55	418 45	86 90	63 10	218 40	.....	.....	.....
851	Horicon.....	3,065 16	.....	241 90	40 66	40 44	40	311 77	.....	.....	.....
852	Johnsburg.....	6,751 40	157 95	2,831 28	3,786 97	329 48	88 50	2,098 21	110 00	429 96	.....
853	Luzerne.....	2,358 69	303 19	.....	280 05	12 65	12 35	308 55	.....	27 80	.....
854	Queensbury.....	11,138 29	694 07	667 62	32 80	217 27	33 69	477 30	19 50	61 62	.....
855	Stony Creek.....	3,026 30	265 51	456 98	42 95	137 83	4 68	622 62	631 09	14 71	.....
856	Thurman.....	2,868 64	709 21	905 95	.....	70 78	.....	814 95	566 70	40	.....
857	Warrensburg.....	2,296 64	1,075 61	797 36	52 52	243 85	.....	441 47	1,009 73	.....	.....
	Total.....	\$45,106 86	\$4,087 61	\$9,497 62	\$4,894 95	\$1,499 63	\$441 03	\$7,286 23	\$3,020 62	\$800 75	\$66,410 96

WASHINGTON COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equalisa- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
858	Argyle.....	128	\$889,105	\$6,946	\$128 79	\$2,401 00	\$2,160 00	\$4,689 79	\$763 92	\$407 28	\$1,980 48	.....
859	Cambridge.....	94	978,421	10,408	118 82	1,750 60	1,225 42	3,094 84	400 00	456 58	1,203 71	.....
860	Dresden.....	55	200,603	4,738	157 05	1,845 00	1,375 00	3,377 05	309 52	75 92	415 16	.....
861	Eaton.....	119	1,401,972	11,781	267 17	3,746 10	2,247 63	6,280 90	24,828 32	250 00	2,580 11	.....
862	Fort Ann.....	119	780,305	6,557	77 92	3,665 84	2,975 00	6,718 76	1,655 81	622 64	694 50	.....
863	Fort Edward.....	56	661,112	11,805	1,147 61	2,573 59	1,400 00	5,121 20	32,639 46	420 55	918 23	.....
864	Granville.....	111	1,149,498	10,354	1,171 90	3,134 39	2,193 98	6,500 27	1,069 90	563 78	487 40	.....
865	Greenwich.....	115	1,462,276	12,715	62 68	3,016 20	1,800 00	4,878 88	33,220 08	146 97	1,179 67	.....
866	Hampton.....	38	358,325	9,429	538 07	716 50	501 55	1,756 12	50 00	52 06	99 77	.....
867	Hartford.....	97	617,641	6,367	49 18	2,508 58	2,250 00	4,807 76	484 57	119 63	722 88	.....
868	Hebron.....	122	897,236	7,354	465 12	2,100 60	1,680 00	4,245 72	421 21	126 43	933 50	.....
869	Jackson.....	88	757,070	8,603	797 04	1,513 79	1,200 00	3,510 83	5,013 66	118 99	734 20	.....
870	Kingsbury.....	76	697,276	9,174	280 72	3,032 50	1,900 00	5,213 22	500 00	1,239 99	500 75	.....
871	Putnam.....	47	402,634	8,566	61 05	1,000 00	800 00	1,861 05	121 16	47 74	358 26	.....
872	Salem.....	112	764,674	6,827	343 38	2,087 01	1,864 35	4,294 74	800 50	315 90	595 21	.....
873	White Creek.....	83	671,112	8,085	250 67	2,007 90	1,600 00	3,858 57	1,662 07	245 00	814 81	.....
874	Whitehall.....	73	637,390	8,731	401 91	2,401 00	1,825 00	4,627 91	496 00	241 13	852 49	.....
	Total.....	1,533	.....	.....	\$6,319 08	\$39,500 60	\$28,997 93	\$74,817 61	\$104,445 18	\$5,450 59	\$15,061 13	\$199,774 51

WASHINGTON COUNTY — EXPENDITURES

Num ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
858	Argyle.....	\$4,286 33	\$403 46	\$378 40	\$385 52	\$236 42	\$170 86	\$1,914 16	\$30 50	\$35 82	.....
859	Cambridge.....	2,322 26	772 58	381 52	18 48	443 10	13 48	1,119 10	35 00	49 61	.....
860	Dresden.....	3,297 02	80 03	209 08	100 44	54 00	21 92	243 36	171 80	.....	.....
861	Eaton.....	6,030 37	230 53	23,814 95	1,013 37	155 95	94 05	2,590 11	.....	.....	.....
862	Fort Ann.....	6,435 00	283 76	1,618 36	37 45	602 12	20 52	664 50	30 00	.....	.....
863	Fort Edward.....	3,406 45	1,714 75	25,446 22	7,193 24	384 18	36 37	918 23	.....	.....	.....
864	Granville.....	6,132 59	367 68	1,040 82	29 08	540 48	23 30	415 60	23 00	38 80	.....
865	Greenwich.....	4,051 55	827 33	33,005 69	223 39	145 70	1 27	1,114 72	61 95	3 00	.....
866	Hampton.....	1,474 72	281 40	14 08	35 92	26 67	25 39	50 35	5 50	33 92	.....
867	Hartford.....	4,493 83	313 93	24 96	459 61	80 18	39 45	643 80	49 00	30 08	.....
868	Hebron.....	3,107 06	1,138 66	421 21	.....	100 95	25 48	933 50	.....	.....	.....
869	Jackson.....	2,465 42	1,045 41	4,475 26	538 40	118 99	.....	714 75	6 00	13 45	.....
870	Kingsbury.....	3,858 45	1,354 77	459 83	40 17	1,232 12	7 87	494 60	1 60	4 55	.....
871	Putnam.....	1,783 50	77 55	38 22	82 94	21 60	26 14	327 54	30 72	.....	.....
872	Salem.....	3,541 95	752 79	503 78	296 72	294 74	21 16	547 80	33 86	13 55	.....
873	White Creek.....	2,590 99	1,277 58	1,650 14	11 93	69 86	176 14	745 73	47 30	21 78	.....
874	Whitehall.....	4,369 57	258 34	1,272 07	223 93	74 94	166 19	436 02	138 02	278 45	.....
	Total.....	\$63,637 06	\$11,180 55	\$93,754 59	\$10,690 59	\$4,581 00	\$869 59	\$13,863 87	\$674 25	\$523 01	\$176,510 77

WAYNE COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
875	Arcadia.....	136	\$2,404,449	\$17,679	\$130 88	\$6,850 00	\$3,400 00	\$10,380 88	\$1,680 27	\$728 14	\$2,709 08	.....
876	Butler.....	89	1,112,308	12,497	268 45	4,138 87	2,325 00	6,652 32	928 80	500 00	1,146 90	.....
877	Galen.....	131	2,376,701	18,142	10 92	6,550 00	3,275 00	9,835 92	979 21	508 20	2,053 52	.....
878	Huron.....	80	1,136,958	14,211	573 58	4,024 50	2,000 00	6,598 08	453 57	548 11	1,418 69	.....
879	Lyons.....	91	1,236,286	13,535	54 86	4,570 00	2,275 00	6,899 86	1,514 22	750 21	1,728 48	.....
880	Macedon.....	80	2,128,361	26,604	336 78	4,958 24	2,128 36	7,423 38	447 34	583 99	1,105 28	.....
881	Marion.....	70	1,564,911	22,355	.....	3,678 95	1,750 00	5,428 95	587 18	309 91	1,421 88	.....
882	Ontario.....	60	1,757,158	29,285	725 21	5,000 00	1,757 15	7,482 36	500 00	500 04	665 58	.....
883	Palmyra.....	80	2,175,512	27,193	1,771 49	5,000 00	2,175 51	8,947 00	2,857 28	632 75	1,602 52	.....
884	Rose.....	71	1,447,062	20,381	106 51	5,050 00	1,775 00	6,931 51	393 30	1,016 29	1,003 80	.....
885	Savannah.....	74	1,284,936	17,364	584 58	3,755 18	1,850 00	6,189 71	781 10	485 45	1,138 79	.....
886	Sodus.....	152	3,321,988	21,855	43 25	11,850 00	3,800 00	15,693 25	2,370 51	703 68	2,700 00	.....
887	Walworth.....	71	1,309,992	18,450	110 04	5,559 72	1,775 00	7,444 76	650 84	562 14	662 75	.....
888	Williamson.....	71	2,416,506	34,035	.....	5,000 00	2,416 50	7,416 50	300 00	500 00	1,068 75	.....
889	Walcott.....	92	809,956	8,803	18 80	3,877 10	2,300 00	6,196 90	2,276 10	462 32	1,696 79	.....
	Total.....	1,348	.....	.....	\$4,735 25	\$79,882 56	\$34,902 52	\$119,520 38	\$16,770 02	\$8,805 29	\$22,111 81	\$167,207 45

TOMPKINS COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
818	Caroline.....	\$3,711 58	\$477 89	\$702 06	.....	\$417 06	.....	\$150 25	.....	\$31 30	.....
819	Danby.....	3,116 18	1,150 14	1,397 94	\$155 87	626 94	\$1 20	606 23	\$33 00	3 28	.....
820	Dryden.....	10,937 08	1,264 69	4,924 08	.....	581 97	.....	1,931 20	347 75	.....	.....
821	Enfield.....	3,002 63	1,223 61	880 91	558 10	232 23	172 67	869 82	21 55	93 83	.....
822	Groton.....	6,942 05	6 67	5,137 12	19 88	456 77	.....	173 40	197 95	66 60	.....
823	Ithaca.....	4,629 06	280 01	1,870 67	608 97	717 76	32 40	445 48	55 80	156 08	.....
824	Lansing.....	5,997 47	404 24	1,834 53	18 25	241 67	.....	.....	34 66	199 08	.....
825	Newfield.....	5,275 92	59 49	3,030 91	.....	536 90	42 87	777 37	258 02	.....	.....
826	Ulysses.....	5,859 28	212 15	2,021 11	328 89	141 65	108 35	474 45	220 14	.....	.....
	Total.....	\$49,471 25	\$5,078 89	\$21,299 33	\$1,689 96	\$3,952 95	\$357 49	\$5,428 20	\$1,168 87	\$550 17	\$81,320 60

ULSTER COUNTY — RECEIPTS

STATE COMMISSIONER OF HIGHWAYS

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Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis State of aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
827	Denning.....	101	\$132,494	\$1,311	\$111 79	\$1,100 00	\$1,400 00	\$2,611 79	\$1,238 67	\$74 35	\$686 76	.....
828	Esopus.....	74	2,628,198	35,516	1,068 33	3,500 00	1,750 00	6,318 33	497 51	334 35	708 84	.....
829	Gardiner.....	82	875,131	10,672	60 92	2,000 00	1,400 00	3,460 92	1,844 88	144 56	629 06	.....
830	Hardenburg.....	65	143,950	2,214	.....	1,600 00	1,600 00	3,200 00	1,530 83	260 28	129 00	.....
831	Hurley.....	59	726,500	12,314	460 43	1,327 50	780 00	2,567 93	582 45	116 25	313 24	.....
832	Kingston.....	13	40,387	3,106	50 49	3,250 00	325 00	700 49	196 75	18 46	86 95	.....
833	Lloyd.....	67	1,849,915	27,610	430 79	3,007 75	1,500 00	4,938 54	617 90	217 10	845 64	.....
834	Marbletown.....	123	1,529,413	12,434	2,174 23	2,500 00	1,500 00	6,174 23	365 35	175 37	1,342 60	.....
835	Marlboro.....	70	1,216,159	17,373	971 84	5,695 52	1,750 00	8,417 36	778 89	586 15	674 74	.....
836	New Paltz.....	66	607,317	9,200	261 06	2,358 00	1,650 00	4,269 06	1,675 98	304 85	589 45	.....
837	Olive.....	115	863,018	7,504	335 04	2,800 00	2,240 00	5,375 04	1,180 13	100 00	1,304 68	.....
838	Plattekill.....	83	704,157	8,483	.....	2,505 60	2,000 00	4,505 60	200 00	390 00	200 00	.....
839	Rochester.....	142	943,708	6,645	.....	3,500 00	2,250 00	5,750 00	500 00	123 04	1,157 92	.....
840	Rosendale.....	50	761,954	15,239	105 04	2,021 70	1,000 00	3,126 74	1,161 29	98 87	1,191 50	.....
841	Saugerties.....	161	1,661,027	10,316	.....	8,009 92	4,025 00	12,034 92	4,860 91	658 27	1,729 67	.....
842	Shandakin.....	85	916,124	10,777	14 24	4,631 00	2,125 00	6,770 24	1,921 24	421 19	881 58	.....
843	Shawangunk.....	121	1,086,760	8,981	06	4,510 00	3,025 00	7,535 06	31,599 91	214 42	798 82	.....
844	Ulster.....	60	1,237,606	20,626	447 08	3,505 20	1,500 00	5,452 28	8,222 99	126 97	378 12	.....
845	Wawarsing.....	207	1,107,470	5,639	404 42	14,575 00	5,175 00	20,154 42	12,453 34	200 00	1,807 90	.....
846	Woodstock.....	104	597,691	5,747	293 79	2,535 00	2,340 00	5,168 79	866 76	100 00	1,223 76	.....
	Total.....	1,848	.....	.....	\$7,189 55	\$72,007 19	\$39,335 00	\$118,531 74	\$64,885 78	\$4,664 48	\$15,680 23	\$203,762 23

ULSTER COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
827	Denning.....	\$2,370 47	\$241 32	\$1,233 45	\$5 22	\$69 74	\$4 61	\$601 88	\$71 88	\$13 00	.....
828	Esopus.....	5,315 58	1,002 75	1,243 99	253 52	83 68	250 67	617 60	82 85	8 39	.....
829	Gardiner.....	3,066 18	394 74	1,743 01	101 87	102 33	42 23	511 13	114 56	3 37	.....
830	Hardenburg.....	2,318 47	881 53	742 93	787 90	161 25	99 03	67 65	18 00	43 35	.....
831	Hurley.....	2,089 80	478 13	401 23	181 22	111 48	4 77	299 43	13 81	.....	.....
832	Kingston.....	606 49	94 00	38 70	158 05	7 28	11 18	86 95	.....	.....	.....
833	Lloyd.....	4,237 50	701 04	500 29	117 61	95 48	121 62	509 63	.....	336 01	.....
834	Marbletown.....	5,769 92	404 31	293 65	71 70	155 19	20 18	1,318 30	12 50	11 80	.....
835	Marlboro.....	7,379 52	1,037 84	500 00	278 89	388 69	197 46	577 28	.....	97 46	.....
836	New Palts.....	3,595 10	673 96	1,596 30	79 68	259 58	45 27	584 14	5 25	.....	.....
837	Olive.....	4,896 69	478 35	1,102 08	78 05	85 73	14 27	1,258 45	44 23	2 00	.....
838	Plattekill.....	4,502 33	3 27	164 30	35 70	390 00	.....	1,157 67	1 38	40 95	.....
839	Rochester.....	5,131 52	618 48	481 28	18 72	122 89	.....	1,116 36	6 00	35 56	.....
840	Rosendale.....	2,414 53	712 21	1,161 29	.....	98 87	.....	1,191 50	.....	.....	.....
841	Saugerties.....	11,722 38	312 54	4,547 36	313 55	644 23	14 04	1,643 69	51 35	34 63	.....
842	Shandakin.....	5,664 97	1,105 27	1,678 94	242 30	385 64	35 55	506 05	331 66	43 87	.....
843	Shawangunk.....	6,013 59	1,521 47	31,220 96	368 95	75 12	139 30	756 56	29 16	13 10	.....
844	Ulster.....	4,499 23	953 05	654 09	168 90	75 82	51 15	347 36	5 81	24 95	.....
845	Wawarsing.....	16,781 08	3,373 34	10,832 95	1,620 39	163 25	36 75	1,775 05	16 00	16 85	.....
846	Woodstock.....	4,448 03	720 76	535 58	331 18	45 08	54 92	1,035 59	154 06	34 11	.....
	Total.....	\$102,823 38	\$15,708 36	\$59,672 38	\$5,213 40	\$3,521 33	\$1,143 15	\$13,962 27	\$958 50	\$759 46	\$180,937 86

WARREN COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
847	Bolton.....	85	\$1,382,044	\$16,259	.....	\$3,000 00	\$1,500 00	\$4,500 00	\$465 74	\$412 94	\$657 46	.....
848	Caldwell.....	48	1,020,710	21,204	\$154 39	1,600 00	800 00	2,404 39	239 81	85 80	385 26	.....
849	Croster.....	129	600,964	4,658	2 92	2,000 00	2,000 00	4,002 92	750 00	100 00	1,300 00	.....
850	Hague.....	51	538,128	10,551	73 50	2,078 00	1,275 00	3,426 50	2,800 00	150 00	218 40	.....
851	Horicon.....	93	300,977	3,230	11 66	1,553 50	1,500 00	3,053 50	282 56	40 84	311 77	.....
852	Joinsburg.....	158	981,578	6,212	.....	3,709 85	3,199 50	6,909 35	6,618 23	417 98	2,638 17	.....
853	Luzerne.....	74	416,636	5,630	.....	1,401 88	1,200 00	2,601 88	280 06	25 00	226 36	.....
854	Quinsbury.....	147	2,303,644	15,671	81 94	8,250 42	3,500 00	11,832 36	700 42	259 96	558 42	.....
855	Stony Creek.....	70	255,802	3,369	195 32	1,593 49	1,500 00	3,291 81	499 93	142 51	1,208 42	.....
856	Turman.....	79	313,747	3,971	1 00	2,076 85	1,500 00	3,577 85	905 95	70 78	1,882 05	.....
857	Warrensburg.....	76	1,141,758	15,023	372 25	2,000 00	1,000 00	3,372 25	849 88	243 85	2,051 20	.....
	Total.....	1,010	.....	.....	\$892 98	\$29,266 99	\$19,034 50	\$49,194 47	\$14,392 57	\$1,940 66	\$11,107 69	\$76,635 30

WARREN COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
847	Bolton.....	\$4,349 65	\$150 35	\$465 74	.....	\$239 58	\$173 36	\$545 84	\$48 30	\$63 32	.....
848	Caldwell.....	1,930 84	623 55	10	\$239 71	21 95	63 85	185 15	.....	200 21	.....
849	Chester.....	4,001 10	1 82	749 16	84	98 90	1 10	1,261 97	35 30	2 73	.....
850	Hague.....	3,320 15	106 35	2,381 55	418 45	86 90	63 10	218 40	.....	.....	.....
851	Horicon.....	3,065 16	.....	241 90	40 66	40 44	40	311 77	.....	.....	.....
852	Johnsburg.....	6,751 40	157 95	2,831 26	3,786 97	329 48	88 50	2,098 21	110 00	429 96	.....
853	Luzerne.....	2,358 69	303 19	.....	280 05	12 65	12 35	308 55	.....	27 80	.....
854	Queensbury.....	11,138 29	694 07	667 62	32 80	217 27	33 69	477 30	19 50	61 62	.....
855	Stony Creek.....	3,026 30	265 51	456 98	42 95	137 83	4 68	622 62	631 09	14 71	.....
856	Thurman.....	2,868 64	709 21	905 95	.....	70 78	.....	814 95	566 70	40	.....
857	Warrensburg.....	2,296 64	1,075 61	797 36	52 52	243 85	.....	441 47	1,009 73	.....	.....
	Total.....	\$45,106 86	\$4,087 61	\$9,497 62	\$4,894 95	\$1,499 63	\$441 03	\$7,286 23	\$3,020 62	\$900 75	\$66,410 96

WASHINGTON COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
858	Argyle.....	128	\$889,105	\$6,946	\$128 79	\$2,401 00	\$2,160 00	\$4,689 79	\$763 92	\$407 28	\$1,980 48	.....
859	Cambridge.....	94	978,421	10,408	118 82	1,750 60	1,225 42	3,094 84	400 00	456 58	1,203 71	.....
860	Dresden.....	55	260,603	4,738	157 05	1,845 00	1,375 00	3,377 05	309 52	75 92	415 16	.....
861	Eaton.....	119	1,401,972	11,781	267 17	3,746 10	2,247 63	6,260 90	24,828 32	250 00	2,580 11	.....
862	Fort Ann.....	119	780,305	6,557	77 92	3,605 84	2,975 00	0,718 76	1,655 81	622 64	694 50	.....
863	Fort Edward.....	56	661,112	11,805	1,147 61	2,573 59	1,400 00	5,121 20	32,639 46	420 55	918 23	.....
864	Granville.....	111	1,149,498	10,354	1,171 90	3,134 39	2,193 98	6,500 27	1,069 90	563 78	487 40	.....
865	Greenwich.....	115	1,462,276	12,715	62 68	3,016 20	1,800 00	4,878 88	33,229 08	146 97	1,179 67	.....
866	Hampton.....	38	358,325	9,429	538 07	716 50	1,501 55	1,756 12	50 00	52 08	89 77	.....
867	Hartford.....	97	617,641	6,367	49 18	2,508 58	2,250 00	4,807 76	484 57	119 63	722 88	.....
868	Hebron.....	122	897,236	7,354	465 12	2,100 60	1,680 00	4,245 72	421 21	126 43	933 50	.....
869	Jackson.....	88	757,070	8,603	797 04	1,513 79	1,200 00	3,510 83	5,013 66	118 99	734 20	.....
870	Kingsbury.....	76	697,276	9,174	280 72	3,032 50	1,900 00	5,213 22	500 00	1,239 99	500 75	.....
871	Putnam.....	47	402,634	8,566	61 05	1,000 00	800 00	1,861 05	121 16	47 74	358 26	.....
872	Salem.....	112	764,674	6,827	343 38	2,067 01	1,864 35	4,294 74	800 50	315 90	595 21	.....
873	White Creek.....	83	671,112	8,085	250 67	2,007 90	1,600 00	3,858 57	1,662 07	245 00	814 81	.....
874	Whitehall.....	73	637,390	8,731	401 91	2,401 00	1,825 00	4,627 91	496 00	241 13	852 49	.....
	Total.....	1,533	.....	.....	\$6,319 08	\$39,500 60	\$28,997 93	\$74,817 61	\$104,445 18	\$5,450 59	\$15,061 13	\$199,774 51

WASHINGTON COUNTY — EXPENDITURES

Num ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
858	Argyle.....	\$4,286 33	\$403 46	\$378 40	\$385 52	\$236 42	\$170 86	\$1,914 16	\$30 50	\$35 82	.....
859	Cambridge.....	2,322 26	772 58	381 52	18 48	443 10	13 48	1,119 10	35 00	49 61	.....
860	Dresden.....	3,297 02	80 03	209 08	100 44	54 00	21 92	2,243 36	171 80	.....	.....
861	Eaton.....	6,030 37	230 53	23,814 95	1,013 37	155 95	94 05	2,590 11	.....	.....	.....
862	Fort Ann.....	6,435 00	283 76	1,618 36	37 45	602 12	20 52	664 50	30 00	.....	.....
863	Fort Edward.....	3,406 45	1,714 75	25,446 22	7,193 24	384 18	36 37	918 23	.....	.....	.....
864	Granville.....	6,132 59	367 68	1,040 82	29 08	540 48	23 30	415 60	23 00	38 80	.....
865	Greenwich.....	4,051 55	827 33	33,005 69	223 39	145 70	1 27	1,114 72	61 95	8 00	.....
866	Hampton.....	1,474 72	281 40	14 08	35 92	26 67	25 39	50 35	5 50	33 92	.....
867	Hartford.....	4,493 83	313 93	24 96	459 61	80 18	39 45	643 80	49 00	30 08	.....
868	Hebron.....	3,107 06	1,138 66	421 21	.....	100 95	25 48	933 50	.....	.....	.....
869	Jackson.....	2,465 42	1,045 41	4,475 26	538 40	118 99	.....	714 75	6 00	13 45	.....
870	Kingsbury.....	3,858 45	1,354 77	459 83	40 17	1,232 12	7 87	494 69	1 60	4 55	.....
871	Putnam.....	1,783 50	77 55	38 22	82 94	21 60	26 14	327 54	30 72	.....	.....
872	Salem.....	3,541 95	752 79	503 78	296 72	294 74	21 16	547 80	33 86	13 55	.....
873	White Creek.....	2,590 99	1,277 58	1,650 14	11 93	69 86	176 14	745 73	47 30	21 78	.....
874	Whitehall.....	4,369 57	258 34	272 07	223 93	74 94	166 19	436 02	138 02	278 45	.....
	Total.....	\$63,637 06	\$11,180 55	\$93,754 59	\$10,690 59	\$4,581 00	\$869 59	\$13,863 87	\$674 25	\$523 01	\$176,510 77

WAYNE COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
875	Arcadia.....	136	\$2,404,449	\$17,679	\$130 88	\$6,850 00	\$3,400 00	\$10,380 88	\$1,680 27	\$728 14	\$2,709 08	.....
876	Butler.....	89	1,112,308	12,497	268 45	4,158 87	2,225 00	6,652 32	928 80	500 00	1,146 00	.....
877	Galen.....	131	2,376,701	18,142	10 92	6,650 00	3,275 00	9,835 92	979 21	502 30	2,053 52	.....
878	Huron.....	80	1,136,958	14,211	573 58	4,024 80	2,000 00	6,698 08	453 87	548 11	1,418 00	.....
879	Lyons.....	91	1,236,286	13,585	54 86	4,670 00	2,275 00	6,899 86	1,514 23	750 21	1,728 48	.....
880	Macedon.....	80	2,128,361	26,604	336 78	4,958 24	2,128 36	7,423 38	1,447 34	588 99	1,105 28	.....
881	Marion.....	70	1,564,911	22,355	.....	3,678 96	1,750 00	5,428 96	687 16	309 91	1,421 88	.....
882	Ontario.....	60	1,757,158	29,285	725 21	5,000 00	1,757 16	7,482 36	500 00	500 04	665 58	.....
883	Palmyra.....	80	2,175,512	27,198	1,771 49	5,000 00	2,175 51	8,947 00	2,857 28	632 75	1,602 52	.....
884	Rose.....	71	1,447,062	20,381	106 51	5,050 00	1,775 00	6,931 51	393 39	1,016 29	1,003 80	.....
885	Savannah.....	74	1,284,936	17,364	584 53	3,755 18	1,850 00	6,189 71	781 10	485 46	1,138 79	.....
886	Sodus.....	152	3,321,988	21,855	43 25	11,850 00	3,890 00	15,693 25	2,370 51	703 68	2,700 00	.....
887	Walworth.....	71	1,309,992	18,450	110 04	5,559 72	1,775 00	7,444 76	650 84	562 14	668 75	.....
888	Williamson.....	71	2,416,506	34,035	.....	5,000 00	2,416 50	7,416 50	200 00	500 00	1,088 75	.....
889	Walcott.....	92	809,956	8,803	18 80	3,877 10	2,300 00	6,195 90	2,276 10	462 32	1,686 79	.....
	Total.....	1,348	.....	.....	\$4,735 25	\$79,882 56	\$34,602 52	\$119,520 38	\$16,770 02	\$8,805 29	\$22,111 81	\$167,207 45

WAYNE COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
875	Arcadia.....	\$7,517 42	\$2,863 46	\$922 93	\$757 34	\$728 14	.....	\$2,547 25	.....	\$161 78	.....
876	Butler.....	4,746 27	1,906 05	58 97	869 83	209 86	\$290 14	1,146 00	.....	.....	.....
877	Galen.....	8,870 24	965 68	964 10	15 11	487 18	15 12	1,788 58	\$242 62	22 32	.....
878	Huron.....	6,349 63	248 45	411 72	42 15	563 96	4 15	1,417 02	.....	1 67	.....
879	Lyons.....	6,374 72	525 14	1,361 92	152 30	712 33	37 88	1,508 65	164 20	55 63	.....
880	Macedon.....	6,594 90	828 43	429 28	18 06	432 08	151 91	853 17	242 96	9 15	.....
881	Marion.....	5,428 95	.....	687 18	.....	127 56	182 35	931 77	489 19	92	.....
882	Ontario.....	6,504 21	888 15	494 46	5 54	404 23	95 81	665 53	.....	.....	.....
883	Palmyra.....	8,288 38	658 62	419 68	2,437 60	377 47	255 28	990 98	16 85	594 69	.....
884	Rose.....	5,851 27	1,080 24	387 62	5 68	1,013 86	2 43	973 83	.....	29 97	.....
885	Savannah.....	5,283 39	906 32	706 11	24 99	376 11	109 35	1,107 52	9 00	22 27	.....
886	Sodus.....	14,793 96	899 29	2,370 51	.....	703 63	.....	2,536 34	163 66	.....	.....
887	Walworth.....	7,252 40	192 36	627 88	22 96	520 01	42 13	821 10	41 65	.....	.....
888	Williamson.....	7,102 07	314 43	168 59	131 41	481 29	18 71	1,036 30	.....	32 45	.....
889	Walcott.....	5,699 60	496 30	1,426 46	849 64	462 32	.....	1,634 82	51 97	.....	.....
	Total.....	\$106,747 41	\$12,772 92	\$11,437 41	\$5,332 61	\$7,600 03	\$1,205 26	\$19,758 86	\$1,422 10	\$930 85	\$146,965 81

WESTCHESTER COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
890	Bedford.....	103	\$8,561,200	\$83.118	\$2,155 67	\$26,744 40	\$8,561 20	\$37,461 27	\$1,587 02	\$967 49	\$1,583 84	.....
891	Cortlandt.....	88	9,854,854	111.986	7,955 71	21,142 13	9,854 85	38,952 69	1,051 40	880 16	2,343 76	.....
892	East Chester.....	14	4,720,519	337.179	8,057 63	20,370 30	4,720 51	33,148 44	1,519 94	412 42	2,410 73	.....
893	Greenburg.....	58	8,239,966	142.068	3 93	20,000 92	8,239 96	28,244 81	4,605 96	700 00	1,009 26	.....
894	Harrison.....	73	8,554,691	117.187	7,094 42	20,424 43	8,554 69	36,073 59	1,125 17	590 27	427 96	.....
895	Lewisboro.....	65	1,861,866	28.644	705 17	2,947 92	1,400 00	5,053 09	3,839 66	54 42	1,031 68	.....
896	Mamaroneck.....	9	3,066,978	340.775	809 32	8,044 26	3,066 97	11,920 55	305 48	225 31	575 48	.....
897	Mount Pleasant...	66	6,982,976	105.802	947 69	7,503 00	3,500 00	11,950 69	2,903 44	144 78	1,069 05	.....
898	New Castle.....	62	3,665,033	59.113	227 52	6,000 00	3,000 00	9,227 52	3,412 46	781 64	1,017 60	.....
899	North Castle.....	55	3,123,432	56.789	359 06	3,575 38	1,500 00	5,434 44	893 08	123 40	1,542 75	.....
900	North Salem.....	52	2,582,019	49.654	43 30	3,000 00	1,500 00	4,543 30	2,621 66	119 98	682 42	.....
901	Ossining.....	14	1,310,918	93.637	1,762 99	5,025 55	1,310 91	8,099 45	1,193 86	854 52	511 63	.....
902	Poundridge.....	51	560,286	10.986	308 61	1,500 00	1,050 00	2,858 61	121 42	104 92	679 13	.....
903	Rye.....	11	1,745,989	158.726	104 72	5,615 12	1,745 98	7,465 82	326 24	227 21	348 00	.....
904	Somers.....	57	2,225,060	39.036	489 43	2,513 59	1,250 00	4,253 02	1,145 72	192 45	1,391 15	.....
905	Yorktown.....	90	2,283,799	25.375	776 84	5,534 27	2,283 80	8,594 91	4,902 65	223 96	1,437 23	.....
	Total.....	868	.....	.....	\$31,802 01	\$159,941 32	\$61,538 87	\$253,282 20	\$31,555 16	\$6,502 93	\$18,061 67	\$309,401 96

WESTCHESTER COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
890	Bedford.....	\$25,822 06	\$11,639 21	\$423 47	\$1,163 53	\$181 30	\$696 19	\$1,227 35	\$33 00	\$323 49	.....
891	Cortlandt.....	32,910 52	6,042 17	344 19	707 21	718 06	162 10	1,083 29	433 76	826 71	.....
892	East Chester.....	30,719 22	2,429 22	717 66	892 28	101 26	311 16	1,222 04	652 19	536 50	.....
893	Greenburg.....	26,971 19	1,273 62	3,978 06	627 90	697 98	2 02	638 50	352 35	18 41	.....
894	Harrison.....	25,611 18	10,462 41	283 44	841 78	351 71	238 56	427 96	.....	.....	.....
895	Lewisboro.....	4,878 61	174 48	3,742 99	96 67	19 31	35 11	648 25	126 09	257 34	.....
896	Mamaroneck.....	9,723 44	2,197 11	.....	305 45	161 17	64 14	393 50	181 98	.....	.....
897	Mount Pleasant.....	11,839 00	111 69	1,551 00	1,352 44	86 17	58 61	851 50	.....	217 55	.....
898	New Castle.....	8,535 50	692 02	296 82	3,115 64	714 18	67 46	539 92	62 28	415 40	.....
899	North Castle.....	5,354 67	79 77	452 37	440 71	66 76	56 64	1,170 38	.....	372 37	.....
900	North Salem.....	4,208 53	334 77	2,621 66	.....	20 10	99 88	514 84	107 11	60 47	.....
901	Ossining.....	5,740 15	2,359 30	.....	1,193 86	723 15	131 37	404 75	49 80	67 08	.....
902	Poundridge.....	2,468 59	390 02	75 00	46 42	49 59	55 33	675 53	3 60	.....	.....
903	Rye.....	6,254 37	1,211 45	38 50	292 74	17 55	209 66	346 00	.....	.....	.....
904	Somers.....	2,821 24	1,431 78	745 62	409 10	.....	192 45	809 60	23 96	558 89	.....
905	Yorktown.....	7,054 44	1,540 47	4,723 08	179 57	174 52	49 44	1,092 88	75 41	268 94	.....
	Total.....	\$310,912 71	\$42,369 49	\$19,988 86	\$11,566 30	\$4,082 81	\$2,420 12	\$12,048 29	\$3,190 83	\$3,912 85	\$249,133 20

WYOMING COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balances on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
903	Arcade.....	66	\$821,403	\$12,445	\$639 90	\$2,400 00	\$1,440 00	\$4,479 90	\$876 61	\$260 55	\$1,070 13	.....
907	Attica.....	64	801,500	12,523	36 02	2,721 00	1,600 00	4,357 02	2,733 50	900 66	832 30	.....
908	Bennington.....	99	958,067	9,677	65 93	6,639 30	2, 75 00	9,180 23	3,104 04	313 54	1,328 28	.....
909	Castile.....	79	1,381,932	17,492	42 89	5,624 39	1,975 00	7,642 28	1,038 93	389 21	945 29	.....
910	Coington.....	58	873,074	15,053	84 48	2,903 25	1,450 00	4,437 73	9,838 57	229 20	805 50	.....
911	Eagle.....	56	801,487	14,312	.....	3,459 93	1,400 00	4,859 93	1,251 75	500 00	1,470 13	.....
912	Gainaville.....	63	1,074,875	17,091	17 18	3,235 03	1,575 00	4,857 21	1,700 97	253 56	1,261 34	.....
913	Genese Falls.....	33	553,072	16,759	1 59	1,350 00	675 00	2,025 59	1,117 01	100 36	491 98	.....
914	Java.....	79	1,166,408	14,764	145 32	3,950 00	1,975 00	6,070 32	1,287 40	572 47	494 60	.....
915	Middlebury.....	80	1,299,993	16,259	281 34	5,500 00	2,000 00	7,781 34	6,281 78	643 02	1,030 45	.....
916	Orngeville.....	67	532,035	7,949	24 05	2,101 00	1,075 00	3,800 05	6,032 13	144 77	439 95	.....
917	Perry.....	76	1,303,152	17,936	112 19	3,800 00	1,900 00	5,812 19	5,020 32	581 59	1,808 80	.....
918	Pike.....	52	633,952	12,191	52 77	2,167 00	1,300 00	3,519 77	1,438 16	84 52	1,222 23	.....
919	Sheldon.....	81	1,041,573	12,859	18 59	3,375 00	2,025 00	5,418 59	3,012 30	301 18	600 00	.....
920	Warsaw.....	62	1,109,181	17,890	3 22	3,210 00	1,550 00	4,763 22	3,409 93	336 85	911 25	.....
921	Wethersfield.....	61	588,283	9,643	255 43	2,179 00	1,525 00	3,959 43	489 16	165 22	427 02	.....
	Total.....	1,076	.....	.....	\$1,780 90	\$54,644 90	\$26,540 00	\$82,965 80	\$47,712 59	\$5,076 71	\$15,199 25	\$150,954 35

WYOMING COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
906	Arcade.....	\$4,363 21	\$116 69	\$848 74	\$27 87	\$216 61	\$43 94	\$781 30	\$158 61	\$132 22	.....
907	Attica.....	4,270 30	86 72	2,556 82	176 68	190 52	10 14	859 95	.....	2 35	.....
908	Bennington.....	8,645 23	535 00	2,985 81	118 23	220 42	93 12	1,173 28	155 00	.....	.....
909	Castile.....	7,102 84	539 44	1,051 79	17 17	388 42	70	808 05	112 44	24 80	.....
910	Covington.....	4,437 73	.....	9,858 57	.....	224 38	4 82	732 10	73 40	.....	.....
911	Eagle.....	4,358 43	501 50	1,092 70	158 96	488 90	11 10	505 35	840 69	124 09	.....
912	Gainsville.....	4,695 63	161 58	549 47	151 50	184 62	68 94	1,023 30	199 99	38 05	.....
913	Genesee Falls.....	1,616 73	409 86	983 17	133 84	83 24	17 12	304 37	161 95	25 66	.....
914	Java.....	5,779 85	290 47	1,166 31	121 09	431 85	140 62	313 95	65 24	115 41	.....
915	Middlebury.....	7,696 56	84 78	6,263 48	18 30	643 02	.....	997 39	51 28	11 78	.....
916	Orangeville.....	3,836 99	163 06	6,062 13	.....	144 77	.....	383 97	46 19	9 79	.....
917	Perry.....	5,224 23	587 96	4,460 00	560 32	510 08	71 51	706 41	1,066 53	35 86	.....
918	Pike.....	3,438 98	80 79	1,230 13	208 03	65 23	19 29	782 95	431 60	7 68	.....
919	Sheldon.....	4,934 54	484 05	2,656 50	355 80	176 14	125 04	440 70	18 00	141 30	.....
920	Warsaw.....	4,448 71	314 51	3,388 22	21 71	130 81	206 05	623 95	256 70	30 60	.....
921	Wethersfield.....	3,233 45	725 98	3 9 06	100 10	142 79	22 43	395 65	0 00	25 37	.....
	Total.....	\$77,883 41	\$5,082 39	\$45,542 99	\$2,169 60	\$4,241 80	\$834 91	\$10,832 67	\$3,641 62	\$724 96	\$142,142 49

YATES COUNTY — RECEIPTS

Num- ber of towns	TOWNS	Num- ber of miles of high- ways	Valuation of towns outside of villages, including county and State equaliza- tion	Valuation per mile as basis of State aid	Balance on hand from previous year	Amount collected and appro- priated for highways	Amount received as State aid	Total available for high- ways in 1916	Amount collected and appro- priated for bridges	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	Amount collected and appropri- ated for snow and miscel- laneous purposes	Total amount re- ceived for all highway purposes
922	Barrington.....	85	\$658,875	\$7,751	\$31 58	\$2,245 00	\$1,600 00	\$3,876 58	\$531 09	\$349 50	\$563 45	\$5,320 62
923	Benton.....	92	1,765,496	19,190	51 51	4,000 00	2,000 00	6,051 51	499 90	420 16	1,879 30	8,850 87
924	Italy.....	80	437,928	5,474	1 34	2,400 00	1,827 00	4,228 34	1,849 11	163 96	900 00	7,141 41
925	Jerusalem.....	150	1,895,487	12,636	668 68	5,146 38	3,075 00	8,890 06	491 75	501 00	1,000 00	10,882 81
926	Middlesex.....	69	768,631	11,139	.....	2,071 60	1,200 00	3,271 60	250 00	250 00	507 50	4,279 10
927	Milo.....	83	1,635,598	19,706	618 63	4,000 00	2,000 00	6,618 63	1,751 59	773 56	1,213 28	10,357 06
928	Potter.....	79	868,874	10,998	30 94	1,895 00	1,260 00	3,185 94	212 16	200 52	1,799 46	5,398 08
929	Starky.....	81	1,400, 53	17,284	808 70	2,840 00	1,400 00	5,048 70	760 87	629 08	612 00	7,050 65
930	Torry.....	50	855,952	17,119	861 89	2,000 00	1,000 00	3,861 89	524 00	300 00	731 78	5,417 67
	Total.....	769	.....	.....	\$3,073 27	\$26,597 98	\$15,362 00	\$45,033 25	\$6,870 47	\$3,587 78	\$9,206 77	\$84,698 27

YATES COUNTY — EXPENDITURES

Num- ber of towns	TOWNS	Repair of high- ways, including materials and rental of ma- chinery	Balance in highway fund	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma- chinery	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- laneous fund	Total expendi- tures for all highway purposes
922	Barrington.....	\$3,828 08	\$50 50	\$435 49	\$95 60	\$346 50	\$3 00	\$469 25	\$90 51	\$3 69	\$5,167 83
923	Benton.....	5,709 53	841 98	113 91	385 99	162 26	257 90	1,862 80	16 50	.....	7,865 00
924	Italy.....	4,226 72	1 62	1,141 46	707 65	86 88	77 08	531 80	353 39	14 81	6,340 25
925	Jerusalem.....	7,996 13	893 93	302 23	189 52	406 22	94 78	691 26	207 53	101 21	9,603 37
926	Middlesex.....	3,038 40	233 20	250 00	.....	173 29	76 71	488 50	19 00	.....	3,969 19
927	Milo.....	5,026 89	1,591 74	1,487 32	264 27	745 15	28 41	933 60	268 94	10 74	9,461 90
928	Potter.....	3,154 75	31 19	1,188 30	23 86	160 99	39 53	1,620 93	175 00	3 53	5,299 97
929	Starky.....	4,694 85	353 85	278 79	482 08	629 08	.....	1,604 00	8 00	.....	6,214 72
930	Torry.....	2,418 81	1,443 08	815 17	208 83	86 84	213 16	661 41	44 90	25 47	8,527 13
	Total.....	\$40,092 16	\$4,941 08	\$4,512 67	\$2,357 80	\$2,797 21	\$790 57	\$7,863 55	\$1,183 77	\$159 45	\$56,449 36

SUMMARY OF RECEIPTS

TOWNS	Total available for highways in 1916	Amount collected and appropriated for bridges	Amount col- lected and appropriated for the purchase, repair and storage of machinery and tools	Amount col- lected and appropriated for snow and miscellaneous purposes	Total amount received for all highway purposes
Albany.....	\$75,978 66	\$18,551 58	\$3,281 81	\$19,041 15	\$116,853 20
Allegany.....	135,006 23	67,017 27	8,136 25	16,355 70	226,515 45
Broome.....	76,502 62	42,563 24	4,362 86	13,966 62	137,395 34
Cattaraugus.....	119,788 47	66,451 64	8,555 57	14,606 37	209,352 05
Cayuga.....	169,756 81	18,004 17	7,790 44	29,544 16	225,095 58
Chautauque.....	118,165 27	58,563 15	9,660 56	16,198 37	202,537 35
Chemung.....	46,335 23	19,427 17	4,276 64	5,855 17	75,894 21
Chenango.....	89,043 14	32,413 15	6,065 05	6,121 98	133,643 32
Clinton.....	59,397 12	9,875 09	3,737 29	11,853 08	84,862 58
Columbia.....	84,864 04	20,074 83	4,986 31	19,724 89	129,650 07
Cortland.....	50,808 54	11,988 42	4,473 07	4,275 11	71,545 14
Delaware.....	129,840 83	24,627 30	7,309 09	16,147 94	177,925 16
Dutchess.....	124,869 87	19,337 45	8,173 46	24,899 95	187,280 73
Erie.....	181,880 56	66,727 06	8,842 61	19,303 33	276,753 55
Essex.....	87,336 57	14,974 75	4,788 48	26,059 79	133,159 59
Franklin.....	109,699 88	20,050 76	9,491 38	18,863 22	158,095 24
Fulton.....	32,735 09	10,167 57	1,882 95	12,182 21	56,967 82
Genesee.....	79,848 26	30,796 17	10,226 00	17,193 56	138,064 59
Greene.....	65,847 83	14,806 47	3,443 98	14,576 10	98,674 38
Hamilton.....	40,995 16	14,048 84	3,076 64	11,299 21	69,418 85
Herkimer.....	77,663 20	22,610 83	5,852 29	17,987 50	124,113 82
Jefferson.....	230,097 99	32,328 38	13,486 98	15,836 33	291,749 68
Lewis.....	83,874 86	19,012 56	8,510 37	23,949 28	136,347 07
Livingston.....	100,545 74	58,058 88	8,234 52	24,361 20	191,200 34
Madison.....	125,831 78	24,996 59	6,265 67	5,794 58	162,888 62
Monroe.....	179,707 10	20,939 60	11,520 35	24,559 16	236,726 21
Montgomery.....	84,898 09	21,933 05	4,070 49	19,650 27	130,551 90
Nassau.....	269,060 74	11,803 99	4,385 96	11,597 50	296,848 19
Niagara.....	91,421 71	14,153 93	5,309 55	8,944 22	119,829 41
Oneida.....	163,297 55	25,875 62	11,159 39	12,383 59	212,716 15
Onondaga.....	125,879 35	53,285 47	7,735 16	12,455 39	199,355 37
Ontario.....	196,794 76	41,094 39	12,893 87	19,486 77	179,149 78
Orange.....	134,282 83	38,638 97	8,296 70	17,706 83	198,325 33

SUMMARY OF RECEIPTS — (Concluded)

TOWNS	Total available for highways in 1916	Amount collected and appropriated for bridges	Amount col- lected and appropriated for the purchase, repair and storage of machinery and tools	Amount col- lected and appropriated for snow and miscellaneous purposes	Total amount received for all highway purposes
Orleans.....	69,733 48	17,052 69	5,743 41	10,957 01	103,486 59
Oswego.....	157,321 91	73,984 31	16,311 68	15,779 81	263,397 71
Otsego.....	96,984 46	19,637 18	5,937 53	19,689 13	142,248 30
Putnam.....	44,380 67	5,174 84	2,098 71	6,947 06	58,601 28
Rensselaer.....	59,607 85	21,486 18	2,997 41	18,139 84	102,231 28
Rockland.....	69,533 70	9,637 31	2,845 18	8,647 09	90,663 28
St. Lawrence.....	213,593 70	44,726 72	16,008 23	23,442 49	297,771 14
Saratoga.....	81,107 40	19,423 89	5,905 75	23,216 82	129,653 86
Schenectady.....	30,587 63	12,117 03	1,812 39	15,759 42	60,276 47
Schoharie.....	64,336 96	21,405 82	4,987 28	16,640 17	107,370 23
Schuyler.....	38,417 82	9,504 16	2,420 44	4,025 00	54,367 42
Seneca.....	54,401 08	8,854 06	4,788 60	13,488 78	81,532 52
Steuben.....	200,552 21	63,924 34	13,061 88	22,758 15	300,296 58
Suffolk.....	533,609 05	21,660 89	11,485 37	47,077 33	613,832 64
Sullivan.....	117,785 93	15,929 90	7,644 00	13,538 40	154,899 23
Tioga.....	51,596 33	23,201 61	39,838 84	7,252 77	86,034 55
Tompkins.....	54,550 14	22,989 29	4,310 44	7,147 24	88,997 11
Ulster.....	118,531 74	64,885 78	4,664 48	15,680 23	203,762 23
Warren.....	49,194 47	14,392 57	1,940 66	11,107 60	76,635 30
Washington.....	74,817 61	104,445 18	5,450 59	15,061 13	199,774 51
Wayne.....	119,520 33	16,770 02	8,805 29	22,111 81	167,207 45
Westchester.....	253,282 20	31,555 16	6,502 93	18,061 67	309,401 96
Wyoming.....	82,965 80	47,712 59	5,076 71	15,199 25	150,954 35
Yates.....	45,033 25	6,870 47	3,587 78	9,206 77	64,698 27
Total.....	\$6,342,361 59	\$1,661 910 32	\$378,651 92	\$913,705 50	\$9,296,629 33

SUMMARY OF EXPENDITURES

TOWNS	Repair of high-ways including materials and rental of machinery	Balance in highway fund	Construction and repair of bridges	Balance in bridge fund	Purchase, repair and storage of machinery	Balance in machinery fund	Removal of obstructions caused by snow	Other miscellaneous purposes	Balance in miscellaneous fund	Total expenditures for all highway purposes
Albany.....	\$65,976 92	\$10,001 74	\$11,124 16	\$7,427 42	\$2,502 57	\$779 24	\$16,905 11	\$1,368 30	\$767 74	\$97,877 06
Allegany.....	120,405 35	14,600 88	58,376 98	8,640 29	6,666 61	1,469 64	9,695 27	5,689 98	970 45	200,834 10
Broome.....	67,728 57	8,774 05	38,311 43	4,251 81	3,534 45	828 41	11,400 66	2,068 98	496 98	123,044 09
Cattaraugus.....	105,412 64	14,325 83	58,216 58	8,235 06	6,746 84	1,808 73	8,810 38	4,495 28	1,300 71	183,681 72
Cayuga.....	156,606 72	13,150 09	15,903 46	2,010 71	7,008 28	782 16	26,048 49	2,893 38	1,597 29	208,555 33
Chautauqua.....	102,356 03	15,809 24	50,539 35	8,023 80	8,523 01	1,137 56	11,461 38	3,530 00	1,206 99	176,409 77
Chemung.....	39,089 67	7,245 56	17,338 40	2,088 77	3,663 00	613 04	3,504 77	2,049 69	240 71	65,706 13
Chenango.....	77,783 31	11,259 83	25,377 49	7,035 66	5,246 66	818 39	4,339 13	1,408 65	374 20	114,155 24
Clinton.....	51,305 98	8,091 14	7,766 08	2,109 01	3,424 56	312 73	9,736 28	1,805 16	311 64	74,038 06
Columbia.....	69,362 96	15,501 08	14,305 19	5,769 64	3,513 71	1,472 60	17,952 17	345 26	1,427 46	105,479 29
Cortland.....	40,061 70	10,746 84	10,100 16	1,888 26	4,040 36	432 71	3,069 74	836 81	363 56	58,108 77
Delaware.....	113,530 71	16,310 12	22,509 29	2,058 01	6,084 04	1,225 05	10,043 20	5,659 80	444 94	157,887 04
Dutchess.....	117,669 26	17,200 61	13,375 63	5,961 82	6,782 36	1,391 10	18,460 66	4,589 94	1,849 35	160,877 85
Erie.....	148,829 48	33,051 07	57,218 16	9,508 90	6,698 09	2,144 52	13,238 60	5,071 26	993 47	231,055 59
Essex.....	83,996 23	3,340 34	13,156 60	1,818 15	4,164 05	624 43	9,081 92	13,929 21	3,048 66	124,328 01
Franklin.....	101,340 66	8,359 22	13,979 10	6,071 66	8,956 07	535 31	11,714 06	5,202 97	1,936 19	141,192 86
Fulton.....	27,443 98	5,291 11	8,611 33	1,556 24	1,793 98	88 97	11,465 70	619 83	96 68	49,934 82
Genesee.....	72,135 69	7,712 57	25,569 85	5,226 32	8,616 08	1,610 52	15,317 77	1,561 30	314 49	123,200 69
Greene.....	60,376 67	5,520 16	12,651 30	2,155 17	2,859 95	584 03	9,409 82	4,906 55	259 73	90,155 20
Hamilton.....	39,683 42	1,311 74	11,367 99	2,690 85	2,593 72	481 92	6,061 58	4,932 87	304 76	64,639 58
Herkimer.....	59,215 89	18,447 31	18,053 42	4,557 41	4,276 28	1,576 01	11,774 29	5,201 81	1,011 40	98,521 69
Jefferson.....	212,094 90	18,003 09	28,593 26	3,735 12	12,746 06	740 92	9,708 67	5,225 75	901 91	268,368 64
Lewis.....	76,591 88	7,282 98	15,590 00	3,422 56	6,653 39	1,856 98	9,182 21	12,503 06	2,264 01	120,520 54
Livingston.....	85,195 93	14,349 81	51,090 96	6,967 92	6,761 99	1,472 53	12,984 72	10,109 72	1,266 76	167,143 32
Madison.....	118,852 22	6,979 56	20,564 07	4,432 52	5,489 61	776 06	3,440 59	1,749 02	604 97	150,095 51
Monroe.....	152,734 12	26,972 98	16,224 25	4,715 35	9,449 49	2,070 86	18,520 74	5,434 22	604 20	202,362 82
Montgomery.....	73,252 96	11,645 13	12,165 01	9,768 04	3,730 31	2,761 00	17,384 90	2,001 54	263 83	103,534 72
Nassau.....	195,335 58	73,725 16	6,225 28	5,568 71	1,624 36	2,188 63	3,066 38	6,557 93	1,373 19	213,419 53
Niagara.....	78,175 02	13,246 69	11,867 64	2,286 29	4,120 92	1,485 19	5,833 13	1,151 66	1,959 43	101,148 37
Oneida.....	138,647 88	24,649 67	20,642 66	5,232 96	9,674 20	1,202 93	10,405 16	1,409 40	1,569 03	180,779 30
Onondaga.....	113,325 50	12,553 85	45,853 56	7,431 91	6,532 23	1,202 93	8,428 60	2,524 08	1,502 71	176,663 97
Ontario.....	92,806 75	12,898 01	36,859 58	4,204 80	10,564 66	2,329 21	16,800 31	2,438 71	1,247 75	159,470 01
Orange.....	113,712 69	20,570 14	28,494 07	9,544 90	7,636 95	659 75	15,151 96	1,336 34	1,218 53	166,332 01
Orleans.....	62,700 98	7,032 50	15,800 53	1,252 16	5,451 94	291 47	8,677 63	1,855 82	423 56	94,486 90
Oswego.....	135,956 41	21,365 50	43,431 49	30,552 82	15,145 64	1,166 04	9,608 41	4,599 42	1,571 98	208,741 37

SUMMARY OF EXPENDITURES — (Concluded)

TOWNS	Repair of highways including materials and rental of machinery	Balance in highway fund	Construction and repair of bridges	Balance in bridge fund	Purchase, repair and storage of machinery	Balance in machinery fund	Removal of obstructions caused by snow	Other miscellaneous purposes	Balance in miscellaneous fund	Total expenditures for all highway purposes
Otsego.....	\$83,968 92	\$13,015 54	\$15,686 87	\$3,950 31	\$5,063 18	\$874 35	\$16,842 97	\$2,230 89	\$615 27	\$123,792 83
Putnam.....	33,489 24	10,891 43	3,052 53	2,122 31	1,385 29	713 42	6,474 23	207 01	265 77	44,608 35
Rensselaer.....	51,901 74	7,706 11	18,212 56	3,273 62	1,546 02	1,451 39	17,570 65	359 00	210 19	89,589 97
Rockland.....	60,481 49	9,052 21	7,225 56	2,411 75	2,452 94	392 24	5,407 08	2,160 84	1,79 17	77,727 91
St. Lawrence.....	197,860 46	15,733 24	35,387 91	9,338 81	14,266 70	1,741 53	13,896 90	7,656 97	1,888 62	269,068 94
Saratoga.....	70,820 87	10,286 53	15,836 11	3,587 78	4,857 27	1,048 48	20,821 52	2,040 64	1,354 66	114,376 41
Schenectady.....	26,699 74	3,887 89	10,463 40	1,653 63	1,562 62	249 77	12,833 75	2,664 82	260 85	54,224 33
Schoharie.....	55,952 52	8,384 44	17,480 99	3,924 83	4,202 46	784 82	13,607 23	2,396 10	636 84	93,639 30
Schuyler.....	32,071 13	6,346 69	6,179 31	8,324 85	1,763 74	656 70	2,722 18	1,211 25	91 57	43,947 61
Seneca.....	45,254 99	9,146 09	6,327 29	2,526 77	4,364 35	434 25	12,322 30	816 10	360 38	69,075 03
Steuben.....	165,486 98	35,06 23	58,287 97	5,636 37	11,940 05	1,121 83	12,346 77	9,264 66	1,146 72	257,326 43
Suffolk.....	432,101 17	101,507 98	8,763 66	12,897 23	9,566 33	1,919 04	9,930 82	28,391 51	8,755 00	488,753 49
Sullivan.....	106,978 00	10,807 93	12,629 75	3,300 15	7,063 34	580 66	7,776 97	5,150 38	611 05	139,598 44
Tioga.....	45,110 76	6,485 57	21,782 20	1,419 41	3,450 96	532 88	5,551 62	1,888 38	312 77	77,283 92
Tompkins.....	49,471 25	5,078 89	21,299 33	1,699 96	3,952 95	357 49	5,428 20	1,168 87	550 17	81,320 60
Ulster.....	102,823 38	15,708 36	59,672 38	5,213 40	3,521 33	1,143 15	13,962 27	958 50	759 46	180,987 86
Warren.....	45,106 86	4,087 61	9,497 62	4,894 95	1,499 63	441 03	7,286 23	3,020 62	800 75	66,410 96
Washington.....	63,637 06	11,180-55	93,754 59	10,690 59	4,531 00	869 59	13,863 87	674 25	523 01	176,510 77
Wayne.....	10,777 41	12,772 92	11,437 41	5,332 61	7,600 03	1,205 26	19,578 86	1,422 10	930 85	146,965 81
Westchester.....	210,912 71	42,369 49	19,988 86	11,566 30	4,082 81	2,420 12	12,048 29	2,100 53	3,912 85	249,133 20
Wyoming.....	77,883 41	5,082 39	45,542 99	2,169 60	4,241 80	834 91	10,832 67	3,641 62	724 96	142,142 49
Yates.....	40,092 16	4,941 09	4,512 67	2,357 80	2,797 21	790 57	7,863 55	1,183 77	159 45	56,449 36
Totals.....	\$5,475,497 91	\$866,863 68	\$1,360,436 27	\$301,474 05	\$319,029 03	\$59,622 89	\$638,493 37	\$217,177 51	\$58,034 62	\$8,010,634 09

DETAILED REPORT OF THE BUREAU OF AUDIT AND FINANCE

HON. EDWIN DUFFY, *Commissioner*,

The following is the report of this Department for the year ending December 31st, 1916, covering all of its financial activities in detail. Statements are shown of all disbursements made by the Department on account of construction, maintenance and repair, and from every other source for which appropriations were available during the year.

On account of the peculiar conditions, which have affected all construction problems during the past year, the amount paid to contractors for construction is the lowest of any time since the first year of the Department's organization. This report shows the total payments to contractors as \$5,625,768.55 as compared with \$10,367,376.48 during the year ending December 31st, 1915, being about a 50 per cent decrease. The total disbursements of the Department for the year just ended is \$11,850,880.37, as against \$16,505,648.25 in 1915, the difference being practically the decrease in the amount paid to contractors. Because of these conditions there was on January 1st approximately \$10,000,000 in uncompleted contracts outstanding, which was very much above the normal at that time of year.

The report shows that the overhead charges for the year are considerably greater in proportion to the amount paid for construction than on previous years, and this is accounted for by reason of the Department hesitating to destroy the organization which it had built up during the past several years, and also that it could not anticipate at the beginning of the season that conditions would so vitally effect the construction of roads. If conditions had improved and construction had increased accordingly

during the year 1917, the Department would have been at a distinct disadvantage had it destroyed its organization in 1916 for the purpose of reducing overhead charges.

The amount expended for maintenance and repair of highways, \$4,252,396.72, is approximately \$250,000 more than was expended in 1915, although the mileage of roads for maintenance was considerably increased.

On January 1st, 1916, there remained an unexpended balance from the first fifty million bond issue of \$1,815,372.82, of which \$864,970.44 is made up of obligations on account of contracts under what is known as "Expedited Routes," representing unexpended balances in eighteen appropriations for that purpose which have not been closed, and \$950,402.38 on account of obligations against uncompleted contracts chargeable to the first fifty million appropriation. Because of the limited amount of construction during the year 1916, the uncompleted contracts on account of the first fifty million bond issue were not closed out, as was anticipated, and because the same condition still exists, undoubtedly some of these contracts will be carried over into 1918. No definite idea can be obtained as to the unobligated balance remaining from the first fifty million bond issue until all uncompleted contracts have been closed, and no further obligations can be assumed for this appropriation until it is determined that such an unobligated balance exists.

On January 1st, 1917, there had been appropriated and made available from the second fifty million bond issue \$35,000,000, of which there remained unexpended at that date \$16,210,296.85, against which balance all existing contracts are obligated, except those chargeable to the first bond issue.

The Department also expended \$213,568.18 on account of special appropriations for construction and is carrying approximately \$150,000 in unexpended balances on account of such appropriations, all of which is obligated by existing contracts.

The report is made up with the view of giving as much detailed information with regard to the activities of the Department as is possible from a financial statement and to show clearly the

moneys which have been expended, the manner in which used, the purpose for which they have been expended, the source from which they have been obtained, and the unexpended balances remaining, together with all obligations for the year.

S. D. GILBERT,

Auditor.

The following table shows payments for Salaries, Traveling Expenses, and Office Expenses in the Administrative Offices, for the year ending December 31, 1916:

1916	Salaries	Traveling expenses	Office expenses and mdse. bills
January.	\$11,130 32	\$547 56	\$1,669 20
February	10,544 74	824 70	2,328 04
March	11,273 30	1,056 04	2,087 04
April	10,805 13	3,689 46	3,180 62
May	10,930 30	2,704 36	2,819 08
June	10,793 69	1,894 71	3,935 37
July.	10,650 16	2,546 59	1,111 12
August	11,403 98	2,223 75	1,330 18
September	11,077 51	2,238 59	1,416 26
October	11,288 66	2,547 84	1,311 96
November	11,206 48	1,047 82	2,769 29
December	11,235 26	1,017 95	1,798 70
	<hr/>	<hr/>	<hr/>
	\$132,339 53	\$22,339 37	\$25,756 86
	<hr/>	<hr/>	<hr/>

Summary

Salaries	\$132,339 53
Traveling Expenses	22,339 37
Office Expenses and Merchandise Bills.	25,756 86
	<hr/>
Total	\$180,435 76
	<hr/>

The following tables show payments for salaries and traveling expenses for each of the nine divisions; also the office of the first deputy, for year ending December 31, 1916:

Division No. 1

1916	Salaries	Traveling expenses	Total
January	\$11,167 34	\$1,437 13	\$12,604 47
February	10,739 54	2,425 00	13,164 54
March	11,098 62	1,057 05	12,155 67
April	12,849 31	1,659 05	14,508 36
May	15,104 70	2,229 26	17,333 96
June	13,492 84	2,773 20	16,266 04
July	14,309 88	2,302 63	16,612 51
August	11,750 09	1,216 81	12,966 90
September	12,928 12	2,239 55	15,167 67
October	11,220 82	1,790 70	13,011 52
November	13,252 23	2,570 38	15,822 61
December	12,016 01	1,129 21	13,145 22
	<hr/>	<hr/>	<hr/>
	\$149,929 50	\$22,829 97	\$172,759 47
	<hr/>	<hr/>	<hr/>

Division No. 2

January	\$8731 92	\$1,933 25	\$10,665 17
February	9,090 50	580 29	9,670 79
March	10,237 54	194 85	10,432 39
April	9,791 08	891 19	10,682 27
May	9,913 09	1,159 15	11,072 24
June	8,701 71	915 56	9,617 27
July	8,209 07	1,006 57	9,215 64
August	8,726 84	1,508 74	10,235 58
September	8,761 42	1,233 23	9,994 65
October	9,058 76	1,173 26	10,232 02
November	11,057 16	2,154 59	13,211 75
December	9,832 14	1,581 54	11,413 68
	<hr/>	<hr/>	<hr/>
	\$112,111 23	\$14,332 22	\$126,443 45
	<hr/>	<hr/>	<hr/>

Division No. 3

1916	Salaries	Traveling expenses	Total
January	\$6,840 22	\$234 37	\$7,074 59
February	5,787 24	358 23	6,145 47
March	6,238 88	120 74	6,359 62
April	6,255 73	338 96	6,594 69
May	6,620 16	688 10	7,308 26
June	6,457 78	1,260 14	7,717 92
July	6,841 14	1,075 80	7,916 94
August	6,246 79	817 91	7,064 70
September	6,133 56	959 53	7,093 09
October	5,721 93	727 03	6,448 96
November	5,377 31	875 39	6,252 70
December	4,963 99	400 39	5,364 38
	<hr/>	<hr/>	<hr/>
	\$73,484 73	\$7,856 59	\$81,341 32
	<hr/>	<hr/>	<hr/>

Division No. 4

January	\$9,120 81	\$455 08	\$9,575 89
February	8,935 81	707 33	9,643 14
March	9,364 31	251 99	9,616 30
April	9,441 65	472 54	9,914 19
May	10,819 99	1,230 70	12,050 69
June	10,920 31	1,565 49	12,485 80
July	10,025 66	1,363 88	11,389 54
August	11,231 64	1,786 58	13,018 22
September	11,055 81	1,399 10	12,454 91
October	10,522 31	1,301 26	11,823 57
November	9,494 33	1,143 47	10,637 80
December	9,881 25	383 99	10,265 24
	<hr/>	<hr/>	<hr/>
	\$120,813 88	\$12,061 41	\$132,875 29
	<hr/>	<hr/>	<hr/>

Division No. 5

1916	Salaries	Traveling expenses	Total
January	\$9,446 57	\$787 48	\$10,234 05
February	7,395 97	415 20	7,811 17
March	8,842 13	596 40	9,438 53
April	8,847 63	839 37	9,687 00
May	9,689 79	1,323 48	11,013 27
June	9,120 96	1,011 86	10,132 82
July	9,054 49	979 40	10,033 89
August	9,750 30	1,239 82	10,990 12
September	10,098 79	1,185 27	11,284 06
October	9,255 46	1,115 96	10,371 42
November	9,627 96	1,320 57	10,948 53
December	8,641 32	846 28	9,487 60
	<hr/>	<hr/>	<hr/>
	\$109,771 37	\$11,661 09	\$121,432 46
	<hr/>	<hr/>	<hr/>

Division No. 6

January	\$7,051 16	\$818 91	\$7,870 07
February	6,809 18	566 57	7,375 75
March	7,328 63	89 57	7,418 20
April	7,043 31	980 34	8,023 65
May	8,958 00	1,611 20	10,569 20
June	9,153 98	1,021 25	10,175 23
July	9,501 13	1,053 14	10,554 27
August	9,729 17	1,176 57	10,905 74
September	9,190 49	1,329 50	10,519 99
October	9,120 97	959 65	10,080 62
November	9,062 15	956 92	10,019 07
December	9,350 73	652 12	10,002 85
	<hr/>	<hr/>	<hr/>
	\$102,298 90	\$11,215 74	\$113,514 64
	<hr/>	<hr/>	<hr/>

Division No. 7

1916	Salaries	Traveling expenses	Total
January	\$12,180 62	\$1,180 15	\$13,360 77
February	11,525 79	385 12	11,910 91
March	11,919 62	588 91	12,508 53
April	9,875 90	1,147 78	11,023 68
May	8,147 40	824 97	8,972 37
June	7,781 90	1,644 80	9,426 70
July	8,135 07	1,134 90	9,269 97
August	8,885 21	1,034 96	9,920 17
September	8,268 30	1,053 88	9,322 18
October	8,288 97	1,086 85	9,375 82
November	8,258 97	1,048 17	9,307 14
December	8,346 98	780 49	9,127 47
	<hr/>	<hr/>	<hr/>
	\$111,614 73	\$11,910 98	\$123,525 71
	<hr/>	<hr/>	<hr/>

Division No. 8

January	\$7,702 05	\$516 38	\$8,218 43
February	7,117 45	609 27	7,726 72
March	7,390 93	238 05	7,628 98
April	6,182 03	1,013 42	7,195 45
May	6,676 32	972 19	7,648 51
June	6,805 03	1,175 72	7,980 75
July	7,028 51	1,651 25	8,679 76
August	7,339 37	1,717 33	9,056 70
September	6,861 20	1,417 62	8,278 82
October	6,909 72	1,449 50	8,359 22
November	7,178 14	1,297 60	8,475 74
December	6,899 43	1,323 51	8,222 94
	<hr/>	<hr/>	<hr/>
	\$84,090 18	\$13,381 84	\$97,472 02
	<hr/>	<hr/>	<hr/>

Division No. 9

1916	Salaries	Traveling expenses	Total
January	\$9,492 34	\$1,685 15	\$11,177 49
February	7,441 22	768 79	8,210 01
March	8,057 97	148 00	8,205 97
April	8,694 21	1,320 89	10,015 10
May	11,107 97	1,879 69	12,987 66
June	10,660 45	985 88	11,646 33
July	11,004 07	1,670 42	12,674 49
August	11,815 07	1,254 14	13,069 21
September	11,136 99	1,401 57	12,538 56
October	10,566 14	1,110 21	11,676 35
November	10,375 69	1,088 52	11,464 21
December	11,231 65	516 69	11,748 34
	<hr/>	<hr/>	<hr/>
	\$121,583 77	\$13,829 95	\$135,413 72
	<hr/>	<hr/>	<hr/>

First Deputy

January	\$10,744 21	\$450 04	\$11,194 25
February	10,454 23	631 43	11,085 66
March	10,268 87	476 98	10,745 85
April	8,997 87	573 88	9,571 75
May	9,012 50	1,006 89	10,019 39
June	8,819 21	1,421 60	10,240 81
July	9,845 87	1,341 98	11,187 85
August	9,968 21	1,425 39	11,393 60
September	10,098 63	1,546 13	11,644 76
October	9,972 37	1,283 02	11,255 39
November	10,108 87	1,268 73	11,377 60
December	10,693 43	953 43	11,646 86
	<hr/>	<hr/>	<hr/>
	\$118,984 27	\$12,379 50	\$131,363 77
	<hr/>	<hr/>	<hr/>

Summary

1916	Salaries	Traveling expenses	Total
Division No. 1 . . .	\$149,929 50	\$22,829 97	\$172,759 47
Division No. 2 . . .	112,111 23	14,332 22	126,443 45
Division No. 3 . . .	73,484 73	7,856 59	81,341 32
Division No. 4 . . .	120,813 88	12,061 41	132,875 29
Division No. 5 . . .	109,771 37	11,661 09	121,432 46
Division No. 6 . . .	102,298 90	11,215 74	113,514 64
Division No. 7 . . .	111,614 73	11,910 98	123,525 71
Division No. 8 . . .	84,090 18	13,381 84	97,472 02
Division No. 9 . . .	121,583 77	13,829 95	135,413 72
First Deputy	118,984 27	12,379 50	131,363 77
	<hr/>	<hr/>	<hr/>
	\$1,104,682 56	\$131,459 29	\$1,236,141 85
	<hr/>	<hr/>	<hr/>

The following table shows expenditures for rents, printing, merchandise bills and supplies for year ending December 31, 1916:

1916	Amount
January	\$4,056 53
February	9,608 59
March	2,660 93
April	3,319 91
May	5,059 07
June	3,302 16
July	3,945 35
August	4,518 82
September	3,799 73
October	5,039 70
November	5,077 48
December	3,610 62
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	\$53,998 89
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The following table shows payments to contractors for construction work under contract during year ending December 31, 1916.

1916	State funds	County funds	Village funds	Total
January	\$102,758 05	\$36,309 08	\$18,418 73	\$157,485 86
February	225,362 04	32,249 67	12,202 55	269,814 26
March	168,869 86	54,643 66	30,603 72	254,117 24
April	55,372 70	25,964 46	15,307 03	96,644 19
May	225,149 79	103,146 58	18,948 07	347,244 44
June	387,522 72	138,244 32	18,076 98	543,844 02
July	462,978 07	169,053 42	35,124 73	667,156 22
August	551,369 40	193,840 53	39,744 97	784,954 90
September	609,477 14	192,849 20	47,707 17	850,033 51
October	592,534 20	217,152 14	27,927 53	837,613 87
November	376,848 13	122,234 12	24,700 24	523,782 49
December	199,771 42	80,099 03	13,207 10	293,077 55
	<u>\$3,958,013 52</u>	<u>\$1,365,786 21</u>	<u>\$301,968 82</u>	<u>\$5,625,768 55</u>

The following table shows payments account of advertising for proposals for construction of roads; also hearings on grade crossings, for year ending December 31, 1916.

1916	Amount
January	\$1,843 45
February	1,392 13
June	420 55
September	159 70
November	1,667 48
December	8,421 32
	<u>\$13,904 63</u>

The following table shows payments account of right-of-way, for year ending December 31, 1916, exclusive of grade crossings.

1916	Amount
January	\$17 80
February	37 50
March	1 22
April	55 38
May	9 50

STATE COMMISSIONER OF HIGHWAYS

395

1916	Amount
June	\$180 00
July	140 00
August	106 50
September	99 00
October	594 75
November	84 56
December	366 65
	<hr/>
	\$1,692 86
	<hr/>

The following table shows payments account of grade crossing elimination for year ending December 31, 1916.

1916	Amount
January	\$1,588 82
February	14,883 53
March	4,485 31
April	25,144 72
May	18,324 65
July	2,901 00
August	27,170 76
October	65,084 80
November	7,108 37
December	25,842 70
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	\$192,534 66
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The following table shows payments for salaries, traveling expenses and office expenses in the bureau of town highways, for year ending December 31, 1916:

1916	Salaries	Traveling expenses	Office expenses and mdse. bills
January	\$2,549 76	\$941 40	\$52 05
February	2,545 76	826 90	18 25
March	2,553 76	762 37	29 01
April	2,545 76	675 88	148 62
May	2,553 76	740 87	36 29

1916	Salaries	Traveling expenses	Office expenses and mds. bills
June	\$2,550 42	\$795 94	\$1,391 84
July	2,674 76	669 18	76 34
August	2,678 76	763 87	59 86
September	2,674 76	751 41	37 97
October	2,674 76	787 95	3,425 55
November	2,674 76	740 46	100 39
December	2,549 76	752 26	6 82
	<hr/>	<hr/>	<hr/>
	\$31,226 78	\$9,208 49	\$5,382 99
	<hr/>	<hr/>	<hr/>

Summary

Salaries	\$31,226 78
Traveling expenses	9,208 49
Office expenses and merchandise bills	5,382 99
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Total	\$45,818 26
	<hr/>

The following table shows payments for salaries and office expenses in the bureau of maintenance and repair for year ending December 31, 1916.

1916	Salaries	Office expenses and mds. bills
January	\$625 00	\$238 62
February	625 00	112 80
March	625 00	158 98
April	625 00	379 09
May	625 00	323 93
June	625 00	391 61
July	2,463 07	77 94
August	2,476 07	244 14
September	2,463 07	251 13
October	2,463 07	217 08
November	2,463 07	160 06
December	2,463 07	7 00
	<hr/>	<hr/>
	\$18,541 42	\$2,562 38
	<hr/>	<hr/>

Summary

Salaries	\$18,541 42
Office expenses and merchandise bills	2,562 38
	<hr/>
Total	\$21,103 80
	<hr/> <hr/>

The following table shows the total expenditures of State and county funds for the maintenance and repair of improved highways, including material furnished and work performed, also by patrol system, for year ending December 31, 1916.

1916	Paid by check	Paid by county draft
January	\$19,155 80	\$104,198 84
February	44,153 75	115,035 87
March	10,692 67	32,294 82
April	82 61	24,632 44
May	990 95	104,976 23
June . . . . .	.....	345,904 09
July . . . . .	.....	501,647 91
August . . . . .	.....	645,486 59
September	4,624 69	591,206 08
October	6,807 22	704,931 11
November	72,482 70	429,543 25
December	73,586 96	419,962 14
	<hr/>	<hr/>
	\$232,577 35	\$4,019,819 37
	<hr/> <hr/>	<hr/> <hr/>

Summary

Paid by check	\$232,577 35
Paid by county draft	4,019,819 37
	<hr/>
Total	4,252,396 72
	<hr/> <hr/>

The following table shows the total expenditures under chapter 295, Laws of 1913, for the construction of a boulevard and viaduct in the county of Albany connecting State Route Three, trunk

line, the so-called "stone road," in the town of Bethlehem, in said county, with Delaware avenue in the city of Albany, for year ending December 31, 1916.

1916	Amount
May	\$1,397 64
July	1,412 38
August	6,372 71
September	3,662 12
October	2,621 39
December	1,012 00
	<hr/>
Total	\$16,478 24
	<hr/>

The following table shows the total expenditures under chapter 784, Laws of 1913, for establishing a new State route in the county of Greene, known as Route 5-C, for year ending December 31, 1916.

1916	Amount
January	\$221 00
February	113 76
March	147 85
April	211 60
May	2,156 14
June	5,552 50
July	299 75
August	3,722 77
September	1,458 56
October	1,881 81
November	2,329 31
December	3,158 41
	<hr/>
Total	\$21,253 46
	<hr/>

The following table shows the total expenditure under chapter 786, Laws of 1913, for new State routes in the counties of Essex and Warren, for year ending December 31, 1916.

1916	Amount
January	\$495 29
February	460 50
March	251 00
April	595 58
May	6,777 25
June	10,362 43
July	20,170 31
August	11,867 57
September	8,547 46
October	11,070 86
November	3,427 62
December	960 40
Total	<u>\$74,986 27</u>

The following table shows the total expenditures under chapter 277, laws of 1915, for new State routes in the counties of Orleans and Niagara, for the year ending December 31, 1916.

1916	Amount
January	\$1,071 45
February	16,827 31
March	1,734 57
April	591 96
May	13,119 93
June	10,498 24
July	16,412 82
August	13,540 59
September	15,869 76
October	6,441 85
November	775 41
December	3,717 32
Total	<u>\$100,601 21</u>

The following table shows the total expenditures under chapter 634, Laws of 1916, for the improvement of 1.30 miles of the highway leading from the State Women's Relief Corps Home at Oxford, Chenango County, for the year ending December 31, 1916.

1916	Amount
September	\$8 70
October	144 33
November	21 53
December	74 44
Total	<u>\$249 00</u>

The following table shows payments of Comptroller's office expense charged to the Commission of Highways for year ending December 31, 1916.

Quayle & Sons for engraving bonds.....	\$2,550 00
Quayle & Sons for engraving bonds	1,025 00
Quayle & Sons for engraving bonds.....	239 33
Quayle & Sons for engraving bonds.	640 00
Quayle & Sons for engraving bonds	4,960 00
Quayle & Sons for engraving bonds	1,700 00
R. L. Polk & Son, stamped envelopes.....	215 60
Transfer office rent.	500 00
J. B. Lyon Co., blanks	24
J. B. Lyon Co. for circulars of bond sale.....	47 25
Berkshire Hills Paper Co. for paper for bonds....	442 75
Advertising sale of bonds.....	1,196 04
Total	<u>\$13,516 21</u>

RECAPITULATION

For salaries, traveling expenses and office expenses in administrative offices.....	\$180,435 76
For salaries and traveling expenses in the nine divisions and the office of the First Deputy..	1,236,141 85

For rents, printing, merchandise bills and supplies	\$53,998 89
For payments to contractors for construction of roads	5,625,768 55
For advertising for proposals	13,904 63
For right of way	1,692 86
For the elimination of grade crossings	192,534 66
For salaries, traveling expenses and office expenses in the Bureau of Town Highways . .	45,818 26
For salaries and office expenses in the Bureau of Maintenance and Repair	21,103 80
For payments for the maintenance and repair of improved highways, including materials furnished and work performed, also by patrol system	4,252,396 72
For payments under chapter 295, Laws of 1913, for the construction of a boulevard and viaduct in the county of Albany connecting State Route Three line (the so-called "stone road") in the town of Bethlehem, in said county with Delaware avenue in the city of Albany	16,478 24
For payments under chapter 784, Laws of 1913, for establishing a new State route in the county of Greene, known as Route 5-C	21,253 46
For payments under chapter 786, Laws of 1913, for new State routes in the counties of Essex and Warren	74,986 27
For payments under chapter 277, Laws of 1915, for new State routes in the counties of Orleans and Niagara	100,601 21
For payments under chapter 634, Laws of 1916, for the improvement of 1.30 miles of the highway leading from the State Women's Relief Corps Home at Oxford	249 00
For payments of Comptroller's office expenses charged to the Commission of Highways	13,516 21
Grand total	<u>\$11,850,880 37</u>

LIST OF PERMITS ISSUED, YEAR 1916

PERMIT NO	Date of approval	Date of permit	Issued to	Road No	County
1533..	Jan. 3, 1916	Jan. 7, 1916	Jersey Ice Cream Co., Inc.	577	Schenectady.
1534..	Jan. 4, 1916	Jan. 8, 1916	Watervliet Water Board	879	Albany
1535..	Jan. 4, 1916	Jan. 8, 1916	Watervliet Water Board	385	Albany.
1536..	Jan. 4, 1916	Jan. 8, 1916	Watervliet Water Board	119	Albany.
1537 ..	Jan. 9, 1916	Jan. 10, 1916	Canistota Water Works Co	{ 5348 5212 5337 }	Steuben
1538. .	Jan. 3, 1916	Jan. 14, 1916	Harvest Gas & Oil Co	272	Erie.
1539. .	Jan. 12, 1916	Jan. 14, 1916		5247A	Otsego
1540. .	Jan. 8, 1916	Jan. 17, 1916		101	Monroe.
1541 .	Jan. 4, 1916	Jan. 19, 1916		1211	Seneca
1542 .	Jan. 4, 1916	Jan. 20, 1916		1207	Westchester.
1543 .	Jan. 17, 1916	Jan. 21, 1916		5161	Herkimer
1544 .	Jan. 17, 1916	Jan. 21, 1916		5161	Herkimer
1545 .	Jan. 17, 1916	Jan. 21, 1916		5161	Herkimer
1546 .	Jan. 19, 1916	Jan. 26, 1916		5309	Schoharie
1547 .	Jan. 20, 1916	Jan. 26, 1916		2-R-2	Erie
1548 .	Jan. 21, 1916	Jan. 28, 1916		8331	St. Lawrence
1549 .	Sept. 24, 1914	Jan. 31, 1916	Village of Watkins	5335	Schuyler.
1550. .	Dec 17, 1915	Jan. 7, 1916	Village of Manchester	1294	Ontario
1551 .	Jan. 2, 1916	Feb. 8, 1916	New York Central R. R Co	23	Erie
1552. .	Feb. 2, 1916	Feb. 8, 1916	Fred A. Crombie	794	Suffolk
1553. .	Feb. 7, 1916	Feb. 11, 1916	South Shore Gas Co	1202	Nassau.
1554. .	Feb. 9, 1916	Feb. 17, 1916	Ruffalo General Electric Co.	23	Erie
1555 .	Feb. 16, 1916	Feb. 19, 1916	Port Henry Light, Heat & Power Co.	1017	Essex.
1556 .	Feb. 16, 1916	Feb. 21, 1916	Niagara, Lockport & Ontario Power Co	Lookport Road	Niagara.
1557..	Feb. 16, 1916	Feb. 21, 1916	Niagara, Lockport & Ontario Power Co	Sanders Settlement, Witmer	
1558. .	Feb. 15, 1916	Feb. 23, 1916	John W. Heller	5388	Niagara
1559 .	Feb. 24, 1916	Feb. 24, 1916	International Railway Co.	Schell	Rockland.
1560. .	Feb. 24, 1916	Feb. 24, 1916	International Railway Co	1083	Erie.
1561. .	Feb. 24, 1916	Feb. 24, 1916	International Railway Co	River Road	Erie.
1562 .	Feb. 24, 1916	Feb. 24, 1916	International Railway Co.	Main St	Niagara.
1563 .	Feb. 24, 1916	Feb. 24, 1916	International Railway Co.	1087	Niagara.
1564. .	Feb. 16, 1916	Feb. 28, 1916	A. P. Clark	708	Otsego.
1565. .	Feb. 22, 1916	Mar. 1, 1916	Utica Gas & Electric Co	5210	Herkimer.
1566. .	Feb. 22, 1916	Mar. 1, 1916	Utica Gas & Electric Co	5161	Herkimer.
1567 .	Feb. 4, 1916	Mar. 1, 1916	Henry F. Splener, Jr	610	Barnston.
1568	Feb. 20, 1916	Mar. 2, 1916	Mandy Creek Water Commissioners	5275	Chawego.

1569.	Mar 8, 1916	Mar 8, 1916	Columbia Mills, Inc	279	Oswego
1570.	Oct. 19, 1915	Mar 11, 1916	Pothut Water Co	91	Rockland
1571.	Mar 13, 1916	Mar 13, 1916	Village of Saranac Lake	1178	Essex
1572.	July 19, 1915	Mar. 14, 1916	Village of Burdette	5295	Schuyler
1573.	Mar. 13, 1916	Mar 15, 1916	Great South Bay Water Co	743	Suffolk
1574.	Mar. 13, 1916	Mar. 15, 1916	Great South Bay Water Co.	5488	Suffolk
1575.	Mar. 13, 1916	Mar 15, 1916	G. R. Andrews	709	Dutchess
1576.	Mar 6, 1916	Mar. 16, 1916	Ingersoll Rand Co.	5026	Steuben
1577.	Mar. 11, 1916	Mar. 21, 1916	Max Klein	794	Suffolk
1578.	Mar 13, 1916	Mar 22, 1916	Nicholas M. Rock	1048	Suffolk.
1579.	Mar 17, 1916	Mar 27, 1916	Water Co	5112	Westchester
1580.	Mar 24, 1916	Mar 27, 1916	Works & Supply Co	5232A	Rockland.
1581.	Mar. 22, 1914	Mar. 30, 1916	Works & Supply Co	728 & 5512	Delaware
1582.	April 4, 1916	April 10, 1916	Works & Supply Co	5455	Oswego.
1583.	April 6, 1916	April 12, 1916	Works & Supply Co	1130	Rockland
1584.	Dec. 17, 1915	April 12, 1916	Works & Supply Co	728	Seneca.
1585.	April 1, 1916	April 11, 1916	Works & Supply Co	5100	Suffolk
1586.	April 10, 1916	April 15, 1916	Works & Supply Co	5232	Jefferson
1587.	April 12, 1916	April 17, 1916	Works & Supply Co	5334	Dutchess
1588.	April 12, 1916	April 17, 1916	Works & Supply Co	423	Broom
1589.	April 10, 1916	April 17, 1916	Works & Supply Co	174	Ulster
1590.	April 10, 1916	April 17, 1916	Works & Supply Co	5001	Oncida
1591.	April 10, 1916	April 17, 1916	Works & Supply Co	932	Oncida
1592.	Sept 25, 1914	April 18, 1916	Works & Supply Co	71	Westchester
1593.	April 15, 1916	April 19, 1916	Works & Supply Co	5482	Oncida
1594.	April 15, 1916	April 19, 1916	Works & Supply Co	5346	Westchester
1595.	April 12, 1916	April 19, 1916	Works & Supply Co	5476	Oncida
1596.	April 10, 1916	April 19, 1916	Works & Supply Co	5129	Allegany.
1597.	April 6, 1916	April 20, 1916	Works & Supply Co	67	Erie
1598.	April 12, 1916	April 20, 1916	Works & Supply Co	5488	Suffolk
1599.	April 15, 1916	April 20, 1916	Works & Supply Co	250	Oncida.
1600.	April 15, 1916	April 20, 1916	Works & Supply Co	323	Seneca
1601.	Mar 22, 1916	April 21, 1916	Works & Supply Co	5348	Steuben
1602.	April 18, 1916	April 21, 1916	Works & Supply Co	5537	Oswego.
1603.	April 18, 1916	April 22, 1916	Works & Supply Co	5212	Suffolk.
1604.	April 18, 1916	April 24, 1916	Works & Supply Co	509	Livingston.
1605.	April 18, 1916	April 24, 1916	Works & Supply Co	794	Livingston.
1606.	April 18, 1916	April 24, 1916	Works & Supply Co	5302	Livingston.
1607.	April 21, 1916	April 25, 1916	Works & Supply Co	5302	Monroe
1608.	April 21, 1916	April 26, 1916	Works & Supply Co	408	Niagara.
1609.	April 10, 1916	April 14, 1916	Works & Supply Co	832	Monroe
1610.	April 22, 1916	April 26, 1916	Works & Supply Co	5	Steuben.
1611.	April 20, 1916	April 28, 1916	Works & Supply Co	5349	Monroe.
			Works & Supply Co	81	Saratoga.
			Works & Supply Co	815	Monroe.
			Works & Supply Co	5	Monroe.
			Works & Supply Co	1015	Westchester.

LIST OF PERMITS ISSUED, YEAR 1916 — (Continued)

PERMIT NO.	Date of approval	Date of permit	Issued to	Road No.	County
1612...	April 26, 1916	April 28, 1916	Samuel W. Sheldon	9008	Rockland.
1613...	April 26, 1916	April 28, 1916	Seneca Water Co., Inc.	944	Seneca.
1614...	April 24, 1916	April 24, 1916	The Depew & Lancaster Light, Power Co.	645 } 272 } 127 } 68	Erie.
1615...	April 28, 1916	May 1, 1916	Central Dredging Co.	5087	Seneca
1616...	April 25, 1916	April 29, 1916	The Shoemaker Co.	1173	Cayuga.
1617...	April 26, 1916	April 29, 1916	Benet Solway Co.	5016	Onondaga.
1618...	May 1, 1916	May 1, 1916	Elmer J. Skinner	5247A	Otsego
1619...	April 28, 1916	May 2, 1916	South Shore Gas Co.	5299	Suffolk.
1620...	April 25, 1916	May 2, 1916	The Depew & Lancaster Light, Power Co.	915	Erie.
1621...	May 1, 1916	May 3, 1916	Buffalo Southern Railway Co.	128	Erie.
1622...	April 29, 1916	April 29, 1916	Albany & Southern Railroad.	285 } 439 }	Rensselaer.
1623...	April 28, 1916	May 4, 1916	Central Hudson Gas & Electric Co.	9003	Dutchess
1624...	April 27, 1916	May 4, 1916	Nelson Dubaw...	5467	St. Lawrence.
1625...	May 6, 1916	May 4, 1916	... & Sewer Commissioners.	5333	Yates.
1626...	April 7, 1916	May 8, 1916	... Natural Gas Co.	1130	Jefferson
1627...	May 5, 1916	May 12, 1916	Edwin G. Merrill...	5335	Schuyler.
1628...	May 5, 1916	May 12, 1916	Harrison Phillips	5399	Genesee
1629...	May 6, 1916	May 11, 1916	Henry C. Braun	5347	Columbia.
1630...	May 8, 1916	May 15, 1916	Alonso G. Hinkley	5298	Westchester.
1631...	May 8, 1916	May 15, 1916	Central Dredging Co.	1014	Chenango.
1632...	May 8, 1916	May 15, 1916	Village of Mexico	5373	Westchester.
1633...	May 11, 1916	May 15, 1916	The Afton-Windsor Light, Heat & Power Co., Inc.	5407	Erie.
1634...	May 13, 1916	May 16, 1916	Samuel Hudson	5042	Seneca.
1635...	May 5, 1916	May 17, 1916	McCabe Bros.	5044	Oswego.
1636...	May 10, 1916	May 17, 1916	Geo A. Foller Co.	210	
1637...	May 16, 1916	May 10, 1916		211	
1638...	May 15, 1916	May 19, 1916		212	
1639...	May 15, 1916	May 19, 1916		213	
				1239	
				1103	
				5200	
				5338	
				209	
				341	Columbia.
				230	Otsego.
				5351	Westchester.

1640.	May 15, 1916	May 19, 1916	The Village of Brockport	Monroe.	257
1641.	May 15, 1916	May 20, 1916	Syracuse Suburban Water Co	Onondaga.	348
1642.	May 16, 1916	May 20, 1916	Co	Erie.	230 & 129
1643.	May 16, 1916	May 22, 1916		Chemung	356
1644.	May 15, 1916	May 22, 1916	J. A. Curtis	Westchester.	5371
1645.	May 19, 1916	May 23, 1916	Great South Bay Water Co	Dutchess.	5095
1646.	May 16, 1916	May 25, 1916		Suffolk.	5301
1647.	May 22, 1916	May 26, 1916	as Co.	Rockland	1019
1648.	May 19, 1916	May 26, 1916		Erie.	1833
1649.	May 23, 1916	May 26, 1916	Inc	Suffolk	5438
1650.	May 22, 1916	May 26, 1916		Onondaga.	896
1651.	May 23, 1916	May 26, 1916		Westchester	5355
1652.	May 23, 1916	May 26, 1916	Colliers Light, Heat & Power Co.		317
1653.	May 25, 1916	May 29, 1916	Hesse & Scharff Co.	Otsego.	675
1654.	May 23, 1916	May 29, 1916	Onondaga Pipe Line Co	Onesda.	1302
1655.	May 25, 1916	May 29, 1916	Stadling Plumbing & Heating Co.	Onondaga.	250
1656.	May 26, 1916	May 29, 1916	Keefer & Maxwell	Onesda.	5477
1657.	May 18, 1916	May 29, 1916	Great South Bay Water Co	Onondaga.	71
1658.	May 25, 1916	May 29, 1916	Co	Onondaga.	1040
1659.	May 24, 1916	May 31, 1916	Co	Suffolk.	5301
1660.	May 26, 1916	May 31, 1916	haven.	Suffolk.	748
1661.	May 28, 1916	May 31, 1916	ler Co.	Onondaga.	5587
1662.	May 26, 1916	May 13, 1916	board	Nassau.	436
1663.	May 26, 1916	June 1, 1916	Co.	Suffolk.	5488
1664.	May 23, 1916	June 1, 1916		Herkimer.	5151
1665.	May 26, 1916	June 1, 1916		Suffolk.	743
1666.	May 26, 1916	June 1, 1916		Onondaga.	1353
1667.	May 27, 1916	June 1, 1916		Erie.	5061
1668.	May 19, 1916	June 6, 1916	E. R. Carrington	Erie.	128
1669.	June 1, 1916	June 6, 1916	W. A. Stiles	Westchester	(Route No. 1, Section 4-A
1670.	May 23, 1916	May 23, 1916	Ralph A. Griffing	Clinton.	5190
1671.	May 31, 1916	May 23, 1916		Clinton.	128
1672.	May 25, 1916	May 31, 1916		Putnam.	585
1673.	June 5, 1916	June 8, 1916		Dutchess.	348
1674.	May 8, 1916	June 8, 1916		Erie.	5054
1675.	June 1, 1916	June 8, 1916		Dutchess.	1114
1676.	June 1, 1916	June 9, 1916	Martin A. Hines	Dutchess.	1007
1677.	June 5, 1916	June 9, 1916	John B. Barker	Saratoga	1143
1678.	June 6, 1916	June 10, 1916		Erie.	523
1679.	June 7, 1916	June 10, 1916		Onesda.	837
1680.	June 31, 1916	June 12, 1916		Jefferson	1131
1680A.	June 2, 1916	June 14, 1916		Essex	5239
1681.	June 2, 1916	June 14, 1916		Westchester	18
1682.	June 9, 1916	June 9, 1916		Suffolk.	5301
1683.	June 6, 1916	June 13, 1916	John J. Davis	Livingston.	1090
				Wyoming.	5400
				Ulster.	231

LIST OF PERMITS ISSUED, YEAR 1916 — (Continued)

PERMIT NO.	Date of approval	Date of permit	Issued to	Road No.	County
1684.	June 12, 1916	June 12, 1916	Depew & Lancaster Light, Power & Conduit Co	128	Erie
1685.	June 12, 1916	June 17, 1916	Endicott Water Works Co	263	Broome.
1686	June 4, 1916	June 17, 1916	Village of Clayton	371	Jefferson.
1687	June 15, 1916	June 19, 1916	Western New York & Pennsylvania Traction Co	5403	Cattaraugus.
1688	June 14, 1916	June 19, 1916	J. L. Valentine	601	Suffolk
1689	June 13, 1916	June 19, 1916	Western New York Water Co.	5488	Erie
1690.	June 15, 1916	June 19, 1916	John Canell	371	Jefferson.
1691	June 15, 1916	June 19, 1916	Village of Mt Kisco	5344	Westchester.
1692	May 25, 1916	June 19, 1916	Perlinand Martin	865	Ulster.
1693	June 15, 1916	June 20, 1916	Froquois Natural Gas Co	350	Erie.
1694	June 15, 1916	June 20, 1916	Edw Ganond	128	Putnam.
1695	June 8, 1916	June 20, 1916	Thos Byrnes, Jr	570	Westchester.
1696	June 15, 1916	June 21, 1916	Wickwire Steel Co	5373	Erie
1697.	June 20, 1916	June 23, 1916	Marron A Goodyear	129	Tompkins
1698	June 16, 1916	June 24, 1916	Harris Gordon	1188	Westchester.
1699	June 20, 1916	June 26, 1916	George Heuer	18	Niagara.
1700.	June 15, 1916	June 19, 1916	Louis Klein	5164	Sullivan
1701.	June 27, 1916	July 5, 1916	Village of Mt Kisco	5223	Westchester.
1702	June 27, 1916	July 1, 1916	Village of Mt Kisco	865	Westchester.
1703	June 29, 1916	July 1, 1916	Briar Cliff Realty Co	865	Westchester.
1704	June 26, 1916	June 26, 1916	Road Co	54	Schuyler.
1705	June 26, 1916	June 26, 1916	Company	999	Erie
1706	June 22, 1916	July 6, 1916	.....	128	Onondaga
1707	June 26, 1916	July 6, 1916	.....	1353	Erie
1708	June 26, 1916	July 6, 1916	.....	524	Erie
1709...	July 1, 1917	July 6, 1916	Ben Conger	1066	Erie
1710..	June 7, 1917	July 6, 1916	New York State Railways	1188	Tompkins
1711	June 26, 1916	July 6, 1916	George Carter	100	Monroe
1712..	June 26, 1916	July 7, 1916	Village of Mount Kisco	101	Niagara.
1713..	June 26, 1916	July 7, 1916	Edw. G. Schanley	5306	Westchester.
1714	June 29, 1916	July 8, 1916	Wanskah Gas Corporation	865	Erie.
1715	July 1, 1916	July 10, 1916	Albany Southern Railroad Co	68	Erie
1716	July 6, 1916	July 11, 1916	Ononta Water Works Co	5071	Rensselaer
1717	July 6, 1916	July 11, 1916	Westchester Lighting Co	739	Otsego
1718	July 6, 1916	July 11, 1916	H R & P Railway	675	Westchester.
1719	July 6, 1916	July 11, 1916	Suburban Engineering Co	8373	Wyoming.
				5400	Westchester
				865	

1720	June 20, 1916	July 12, 1916	Broadalbin Electric Light & Power Co., E. A. Dorland	5065	Fulton.
1721	July 6, 1916	July 13, 1916	Village of Arcade	5275	Oswego.
1722	July 6, 1916	July 13, 1916		17	Wyoming and Catta-
1723	July 7, 1916	July 13, 1916	Co	5301	raugus.
1724	July 6, 1916	July 13, 1916		6	Suffolk.
1725	July 7, 1916	July 13, 1916	r Co	950	Monroe.
1726	July 12, 1916	July 17, 1916		5343	Franklin.
1727	June 30, 1916	July 17, 1916		276	Delaware.
1728	June 15, 1916	July 14, 1916		454	Monroe.
1729	July 12, 1916	July 17, 1916	Newman Blood	34	Tompkins.
1730	July 12, 1916	July 18, 1916	Westchester Lighting Company	1345	Westchester.
1731	July 6, 1916	July 19, 1916	Corporation.	650	Saratoga.
1732	June 27, 1916	July 20, 1916	Company	5531	Columbia.
1733	July 8, 1916	July 20, 1916		5344	Washington.
1734	July 18, 1916	July 21, 1916	t & Power Co	563	Jefferson.
1735	July 18, 1916	July 21, 1916	s & Supply Co.	9006	Oneida.
1736	July 12, 1916	July 20, 1916		5488	Rockland.
1737	July 18, 1916	July 25, 1916	pany	6	Suffolk.
1738	July 14, 1916	July 24, 1916		695	Monroe.
1739	July 20, 1916	July 24, 1916		1192	Cattaraugus.
1740	July 18, 1916	July 24, 1916		934	Lewis.
1741	July 12, 1916	July 26, 1916		1230	Otsego.
1742	July 22, 1916	July 26, 1916		(Route No. 6, Sec 12)	Columbia.
1743	July 23, 1916	July 27, 1916	Supply Co	5143	Ontario.
1744	July 24, 1916	July 28, 1916		699	Onondaga.
1745	July 24, 1916	July 28, 1916		672	Rockland.
1746	July 24, 1916	July 28, 1916		(Route No. 27)	Onondaga.
1747	July 20, 1916	July 28, 1916	Utica.	5114	Jefferson.
1748	July 24, 1916	July 29, 1916		250	Ulster.
1749	July 24, 1916	July 31, 1916		743	Oneida.
1750	July 18, 1916	July 1, 1916		503	Suffolk.
1751	July 24, 1916	Aug. 1, 1916	s Ithaca	5466	Westchester.
1752	July 24, 1916	Aug. 2, 1916		5486	Herkimer.
1753	July 24, 1916	Aug. 4, 1916		6	Suffolk.
1754	July 31, 1916	Aug. 4, 1916		5365	Monroe.
1755	Aug. 2, 1916	Aug. 4, 1916		5000	Onondaga.
1756	Aug. 2, 1916	Aug. 7, 1916	A J Elliott	1089	Ulster.
1757	Aug. 8, 1916	Aug. 11, 1916	Seneca Water Co., Inc	5100	Franklin.
1758	July 20, 1916	Aug. 11, 1916	Board of Water Commissioners, Hammondsport	5495	Seneca.
1759	Aug. 2, 1916	Aug. 8, 1916	Wm M Ballard	5467	Stauben.
1760	Aug. 8, 1916	Aug. 12, 1916	Huntington Gas Co	794	St Lawrence.
1761	Aug. 8, 1916	Aug. 12, 1916	W E Griffith	1262	Suffolk.
1762	Aug. 9, 1916	Aug. 15, 1916	Phoenix Cheese Co	987	St Lawrence.
1763	Aug. 9, 1916	Aug. 15, 1916	Jos. Favato	564	Otsego.
1764	Aug. 9, 1916	Aug. 15, 1916	Arthur O. Hahl, Md.	130	Oneida.
1765	Aug. 8, 1916	Aug. 15, 1916	Alfred Huey	1111	Erne.

LIST OF PERMITS ISSUED, YEAR 1916 — (Continued)

PERMIT NO	Date of approval	Date of permit	Issued to	Road No.	County
1766...	Aug 8, 1916	Aug 16, 1916	Rochester Railway & Street Co	481	Monroe
1767 ..	Aug. 16, 1916	Aug 21, 1916	Rochester Railway & Light Co.	{ 5435 1237 }	Monroe
1768 ..	Aug 16, 1916	Aug 21, 1916	J. W. Feeter	350	Ulster
1769 ..	Aug 16, 1916	Aug 22, 1916	Chatham Electric Light, Heat & Power Co	540	Columbia
1770 ..	Aug 16, 1916	Aug 22, 1916	Ontario Light & Power Co	675	Otsego
1771 ..	Aug 16, 1916	Aug 22, 1916	Chatham Electric Light, Heat & Power Co	540	Columbia
1772 ..	Aug 16, 1916	Aug 10, 1916	Center Hudson Gas & Electric Co	9003	Dutchess
1773 ..	Aug 16, 1916	Aug 24, 1916	St Lawrence Water Co	5467	St Lawrence
1774 ..	Aug. 10, 1916	Aug. 23, 1916	R. A. Dibble	747	Delaware
1775 ..	Aug. 25, 1916	Aug 25, 1916	Frontier Electric Railway Co	—	Erie
1776 ..	Aug. 25, 1916	Aug 25, 1916	Frontier Electric Railway Co	—	Niagara
1777 ..	Aug 25, 1916	Aug 25, 1916	Frontier Electric Railway Co	—	Niagara
1778 ..	Aug 24, 1916	Aug 28, 1916	D. B. Huson	1181	Jefferson
1779 ..	Aug 24, 1916	Aug 28, 1916	Robert Mathieson	1063	Westchester
1780 ..	Aug 24, 1916	Aug 29, 1916	Marlboro Plumbing Co	5114	Ulster
1781 ..	June 18, 1915	Aug 29, 1916	Village of Carthage	5344	Jefferson
1782 ..	Aug 24, 1916	Aug 29, 1916	O. J. Gutekunst	1024	Erie
1783 ..	Aug. 24, 1916	Aug 30, 1916	Warren Wilson	9006	Rockland
1784 ..	Aug. 23, 1916	Aug 30, 1916	Elmira Water Board	{ 5392 5207 }	Chemung
1785 ..	Aug. 24, 1916	Aug 31, 1916	Iona Home Construction Co	5366	Westchester
1786 ..	Aug. 26, 1916	Sept. 1, 1916	Homer & Cortland Gas Light Co	298	Cortland
1787 ..	Aug. 29, 1916	Sept. 1, 1916	Rochester Railway & Light Co	61	Monroe
1788 ..	Aug. 25, 1916	Sept. 1, 1916	Pulaski Electric Light Co	{ 1428 5275 }	Oswego
1789 ..	Aug 29, 1916	Sept. 1, 1916	J. J. Moran	5335	Schuylar
1790 ..	Aug. 29, 1916	Sept. 5, 1916	Syracuse Light Co	672	Onondaga
1791 ..	Sept. 5, 1916	Sept. 6, 1916		236-182-1130-5304	Jefferson
1792 ..	Sept. 1, 1916	Sept. 6, 1916		728	Rockland
1793 ..	Sept. 1, 1916	Sept. 6, 1916		64	Westchester
1794 ..	Aug. 30, 1916	Sept. 6, 1916		5005	Jefferson
1795 ..	Sept. 5, 1916	Sept. 7, 1916	Romaine D. Gibbs Lighting Co.	5291	Yates
1796 ..	Sept. 1, 1916	Sept. 7, 1916	Penn Yan Steam Heating Co.	9005	Rockland
1797 ..	Sept. 1, 1916	Sept. 7, 1916	Henry Kobelt	649	Columbia
1798 ..	Sept. 1, 1916	Sept. 8, 1916	Atlantic Mills, Inc.	524	Erie
1799 ..	Sept. 1, 1916	Sept. 8, 1916	North Collins Board of Education	129	Niagara
1800 ..	Aug. 30, 1916	Sept. 11, 1916	Semet-Solway Co	293	Erie
1801 ..	Aug. 14, 1916	Sept. 11, 1916	Harry M. Jones	565	Westchester
1802 ..	Aug 9, 1916	Sept 13, 1916	Village of Mt. Kisco	1193	Lowell
1803 ..	Aug 24, 1916	Sept 15, 1916	Watkins Electric Light Co		

1803..	Sept. 12, 1916	Sept. 15, 1916	J. M. Podmore ..	581	Yates.
1804 ..	Aug. 24, 1916	Sept. 10, 1916	City of Rochester ..	485	Ontario
1805..	Aug. 24, 1916	Sept. 16, 1916	City of Rochester ..	1392	Monroe.
1806 ..	Aug. 24, 1916	Sept. 16, 1916	..	502	Monroe.
1807 ..	Aug. 24, 1916	Sept. 16, 1916	..	1283	Monroe.
1808 ..	Sept. 12, 1916	Sept. 16, 1916	..	406	Oneida.
1809 ..	Sept. 12, 1916	Sept. 16, 1916	..	931	Oneida.
1810..	Sept. 12, 1916	Sept. 16, 1916	..	503	Westchester.
1811 ..	May 15, 1916	Sept. 19, 1916	..	1182	Jefferson.
1812 ..	Sept. 12, 1916	Sept. 19, 1916	..	5059	Oneida.
1813 ..	May 26, 1916	Sept. 19, 1916	..	5154	Dutchess.
1814 ..	Sept. 12, 1916	Sept. 20, 1916	..	965	Westchester.
1815 ..	Sept. 19, 1916	Sept. 21, 1916	..	5069	Oneida.
1816 ..	Sept. 19, 1916	Sept. 21, 1916	..	149	Westchester.
1817 ..	Sept. 19, 1916	Sept. 25, 1916	..	5423	Orleans.
1818 ..	Sept. 19, 1916	Sept. 26, 1916	..	801	Cattaraugus.
1819 ..	Sept. 19, 1916	Sept. 26, 1916	..	5269	Jefferson.
1820 ..	Sept. 19, 1916	Sept. 26, 1916	..	5170	Herkimer.
1821 ..	Sept. 19, 1916	Sept. 26, 1916	..	503	Westchester.
1822 ..	Sept. 19, 1916	Sept. 26, 1916	..	5092	Dutchess.
1823 ..	Sept. 25, 1916	Sept. 28, 1916	ht Co.	94	Monroe.
1824 ..	Sept. 25, 1916	Sept. 28, 1916	l Co.	341	Columbia.
1825 ..	Sept. 25, 1916	Sept. 28, 1916	s Suburban Water Co	5302	Livingston.
1826 ..	Sept. 19, 1916	Oct. 2, 1916	..	503	Westchester.
1827 ..	Sept. 19, 1916	Oct. 5, 1916	..	5526	Oswego.
1828 ..	Sept. 25, 1916	Oct. 5, 1916	..	5343	Delaware.
1829 ..	Sept. 25, 1916	Oct. 5, 1916	..	965	Westchester.
1830 ..	Sept. 25, 1916	Oct. 5, 1916	..	5382	Oswego.
1831 ..	Sept. 12, 1916	Oct. 5, 1916	Larkin & Sengster...	{ 5453 } { 5129 }	Allegany.
1832 ..	Sept. 29, 1916	Oct. 6, 1916	Village of Wellsville, Water & Light Department.	23	Erie.
1833 ..	Sept. 29, 1916	Oct. 6, 1916	..	1378	Chemung.
1834 ..	Sept. 29, 1916	Oct. 7, 1916	..	5079	Oneida.
1835 ..	Oct. 4, 1916	Oct. 9, 1916	..	23	Erie.
1836 ..	Oct. 2, 1916	Oct. 9, 1916	Co	5328-B	Orange.
1837 ..	Oct. 2, 1916	Oct. 9, 1916	..	672	Onondaga.
1838 ..	Sept. 19, 1916	Oct. 9, 1916	..	824	Sullivan.
1839 ..	Oct. 2, 1916	Oct. 10, 1916	..	5326	Orange.
1840 ..	Sept. 30, 1916	Oct. 10, 1916	..	220	Otsego.
1841 ..	Sept. 25, 1916	Oct. 10, 1916	..	5301	Suffolk.
1842 ..	Oct. 7, 1916	Oct. 11, 1916	..	128	Erie.
1843 ..	Oct. 2, 1916	Oct. 11, 1916	Co	587	Westchester.
1844 ..	Oct. 7, 1916	Oct. 11, 1916	..	5361	Westchester
1845 ..	Oct. 7, 1916	Oct. 13, 1916	..	5229	Otsego.
1846 ..	Oct. 7, 1916	Oct. 13, 1916	..	5361	Westchester
1847 ..	Oct. 6, 1916	Oct. 13, 1916	..	5301	Suffolk.
1848 ..	Oct. 7, 1916	Oct. 13, 1916	..	9006	Rockland
1849 ..	Oct. 7, 1916	Oct. 14, 1916	..	5231	Westchester.

LIST OF PERMITS ISSUED, YEAR 1916 — (Concluded)

PERMIT NO	Date of approval	Date of permit	Issued to	Road No.	County
1850	Oct 7, 1916	Oct 13, 1916	Buttermilk Falls Electric Co	5328	Orange
1851	Oct 9, 1916	Oct 14, 1916		5328-A	Westchester.
1852	Oct 10, 1916	Oct 13, 1916		5328-B	Steuben.
1853	Oct 7, 1916	Oct 13, 1916		5349	Wayne
1854	Oct 11, 1916	Oct 16, 1916	New York State Natural Gas Corporation	5290 & 1185	Genesee
1855	Oct 7, 1916	Oct 17, 1916	Gasport Rod & Gun Club	923	Niagara.
1856	Oct 7, 1916	Oct 17, 1916	Edgar Ryan	5562	St. Lawrence
1857	Oct 10, 1916	Oct 16, 1917	Marlboro Plumbing Co	521	Ulster
1858	Oct 7, 1916	Oct 18, 1916	Rochester Railway & Light Co.	5114	Monroe.
1859	Oct 16, 1916	Oct 19, 1916	Mrs. Mary E. Snyder	60 & 479	Onondaga
1860	Oct 16, 1916	Oct 19, 1916	Roach Brothers	1373	Ulster.
1861	Oct 16, 1916	Oct 20, 1916	R. M. Mansfield	5300	Suffolk
1862	Oct 11, 1916	Oct 20, 1916	Suburban Power Co	5164	Niagara
1863	Oct 16, 1916	Oct 20, 1916	Village of Albion	5469	Orleans
1864	Oct 16, 1916	Oct 20, 1916	Benjamin Edwards, Inc	5355	Westchester.
1865	Oct 11, 1916	Oct 21, 1916	Nyack Board of Water Commissioners	5178	Rockland.
1866	Oct 18, 1916	Oct 23, 1916	J. L. Valentine	5488	Suffolk
1867	Oct 16, 1916	Oct 23, 1916	Geo. W. Harrington	998	Greene
1868	Oct 13, 1916	Oct 25, 1916	Board of Lehigh V	5306	Niagara
1869	Oct 7, 1916	Oct 25, 1916		5087	Seneca.
1870	Oct 18, 1916	Oct 25, 1916		5328	Orange.
1871	Oct 16, 1916	Oct 25, 1916		5301	Suffolk
1872	Oct 16, 1916	Oct 25, 1916		5488	Suffolk
1873	Oct 21, 1916	Oct 27, 1916	Light Co	493	Monroe.
1874	Oct 21, 1916	Oct 27, 1916	Morton Cold Storage Co	396	Orleans
1875	Oct 21, 1916	Oct 28, 1916	Great South Bay Water Co	743	Suffolk.
1876	Oct. 24, 1916	Oct. 27, 1916	Bingham & Campbell	(5301 & 5488)	Suffolk.
1877	Oct. 24, 1916	Oct. 27, 1916	School District No 1, Moriah...	794	Suffolk.
1878	Oct. 21, 1916	Oct. 30, 1916	Jas. I. Davis	5076	Franklin.
1879	Oct. 27, 1916	Nov. 1, 1916	Martin Cantone	5488	Suffolk.
1880	Oct. 30, 1916	Nov. 2, 1916	Warring, Chapman & Farquhar.	5601	Ulster.
1881	Oct. 31, 1916	Nov. 2, 1916	Westchester Lighting Co.	436	Nassau.
1882	Oct. 30, 1916	Nov. 2, 1916	E. G. Penfield.	5373	Westchester
1883	Oct. 31, 1916	Nov. 4, 1916	James Corbett	418	Warren.
1884	Aug 2, 1916	Nov 8, 1916	Chas H Pratt	5059	Oneida.
1885	Nov 6, 1916	Nov 9, 1916	Village of North Collins	5431	Niagara.
1886				524	Erie

Year	Company	Period	Amount	County
1886	Antonio Nervello	Oct 17, 1916	5231	Westchester
1887	Century Country Club	Nov 9, 1916	5231	Westchester
1888	Syracuse Suburban Water Co.	Nov 10, 1916	5016	Onondaga
1889	Syracuse Suburban Water Co.	Nov 10, 1916	1074	Onondaga
1890	"Tumble In" Co., Inc.	Nov 11, 1916	657	Westchester
1891	Seneca Water Co., Inc.	Nov 13, 1916	944	Seneca
1892	Adolph Guidi & Son	Nov 14, 1916	5301	Suffolk
1893	Red Hook Telephone Co	Nov 14, 1916	432	Dutchess
1894	Westchester Lighting Co	Nov 15, 1916	34	Westchester
1895	Downsville Water Co	Nov 17, 1916	1273	Delaware
1896	John Isbister	Nov 17, 1916	5371	Westchester
1897	H. S. Day	Nov 17, 1916	1089	Franklin
1898	W. R. Grace & Co., Inc.	Nov 17, 1916	547	Nassau
1899		Nov 20, 1916	475	Niagara
1900		Nov 20, 1916	952	Delaware
1901		Nov 20, 1916	5508	Broome
1902		Nov 21, 1916	443	Saratoga
1903	Robert J. Austin	Nov 21, 1916	569	Putnam
1904	R. S. Turner	Nov 22, 1916	5490	Sullivan
1905	Iroquois Natural Gas Co	Nov 27, 1916	128	Erie
1906		Nov 29, 1916	5355	Westchester
1907		Nov 29, 1916	672	Onondaga
1908		Nov 29, 1916	1224	Washington
1909		Nov 29, 1916	54	Westchester
1910		Dec 1, 1916	5574	Columbia
1911		Dec 1, 1916	293	Onondaga
1912		Dec 1, 1916	493	Monroe
1913		Dec 2, 1916	915	Erie
1914		Dec 4, 1916	1032	St. Lawrence
1915		Dec 4, 1916	503	Westchester
1916		Dec 6, 1916	562	Onondaga
1917		Dec 7, 1916	862	Erie
1918		Dec 12, 1916	132	Onondaga
1919		Dec 13, 1916	1295	Rockland
1920		Dec 14, 1916	5281	Chenango
1921		Dec 15, 1916	990	Erie
1922		Dec 15, 1916	5296	Sullivan
1923		Dec 23, 1916	5552	Franklin
1924		Dec 26, 1916	5549	Dutchess
1925		Dec 26, 1916	5549	Dutchess
1926		Dec 26, 1916	794	Suffolk
1927		Dec 28, 1916	5517	Steuben
1928		Dec 28, 1916	5009	Dutchess
1929		Dec 29, 1916	146	Ontario
1930		Dec 22, 1916	642	Erie
1931		Dec 30, 1916	5348	Steuben
			5537	

PROPOSALS RECEIVED AND CONTRACTS AWARDED

Proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany N. Y., for the furnishing and delivering of bituminous materials "A" and "T," on Tuesday, March 28, 1916.

BITUMINOUS MATERIAL — CONTRACT No. 1 — DIVISION No. 1.

Name and address of bidder	Amount
The Barber Asphalt Paving Co.....	\$19,267 60
John Baker, Jr.	31,480 46
The Atlantic Refining Co.....	33,416 55
Standard Oil Co. of New York.....	37,160 10

Awarded to John Baker, Jr.

BITUMINOUS MATERIAL — CONTRACT No. 2 — DIVISION No. 1

Newton Paving Co.	\$3,639 75
Headley Good Roads Co.	2,527 19
The Atlantic Refining Co.	2,796 81

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 3 — DIVISION No. 1

The United Gas Improvement Co.....	\$27,085 39
The Barrett Co.	27,611 62

Awarded to The United Gas Improvement Co.

BITUMINOUS MATERIAL — CONTRACT No. 4 — DIVISION No. 2

The Barber Asphalt Paving Co.	\$5,685 28
John Baker, Jr.	6,669 38
The Atlantic Refining Co.	6,674 24

Awarded to John Baker, Jr.

BITUMINOUS MATERIAL — CONTRACT No. 5 — DIVISION No. 2

Name and address of bidder	Amount
Headley Good Roads Co.	\$27,627 00
The Atlantic Refining Co.	30,211 75
Newton Paving Co.	38,757 50

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 6 — DIVISION No. 2

The United Gas Improvement Co.	\$7,592 74
The Barrett Co.	7,814 40

Awarded to The United Gas Improvement Co.

BITUMINOUS MATERIAL — CONTRACT No. 7 — DIVISION No. 3

John Baker, Jr	\$4,590 19
The Atlantic Refining Co.	5,156 19
The Barber Asphalt Paving Co.	5,979 88

Awarded to John Baker, Jr.

BITUMINOUS MATERIAL — CONTRACT No. 8 — DIVISION No. 3

Headley Good Roads Co.	\$5,237 50
The Atlantic Refining Co.	5,680 00
Newton Paving Co.	7,290 00

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 9 — DIVISION No. 3

The United Gas Improvement Co.	\$6,828 59
The Barrett Co.	7,023 18

Awarded to The United Gas Improvement Co.

BITUMINOUS MATERIAL — CONTRACT No. 10 — DIVISION No. 4

The Barber Asphalt Paving Co.	\$8,394 00
The Atlantic Refining Co.	10,196 00
John Baker, Jr.	10,373 50

Awarded to The Atlantic Refining Co.

BITUMINOUS MATERIAL — CONTRACT No. 11 — DIVISION No. 4

Name and address of bidder	Amount
Headley Goods Roads Co.	\$6,180 25
The Atlantic Refining Co.	6,683 25
Newton Paving Co.	8,656 25

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 12 — DIVISION No. 4

The United Gas Improvement Co.	\$888 65
The Barrett Co.	919 75

Awarded to The United Gas Improvement Co.

BITUMINOUS MATERIAL — CONTRACT No. 13 — DIVISION No. 5

The Atlantic Refining Co.	\$18,289 70
John Baker, Jr.	18,562 55
The Barber Asphalt Paving Co.	3,072 00

Awarded to The Atlantic Refining Co.

BITUMINOUS MATERIAL — CONTRACT No. 14 — DIVISION No. 5

Headley Good Roads Co.	\$3,148 30
The Atlantic Refining Co.	3,518 25
Newton Paving Co.	4,516 25

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 15 — DIVISION No. 5

The United Gas Improvement Co.	\$9,275 80
The Barrett Co.	9,636 90

Awarded to The United Gas Improvement Co.

BITUMINOUS MATERIAL — CONTRACT No. 16 — DIVISION No. 6

The Atlantic Refining Co.	\$7,846 25
John Baker, Jr.	8,093 37
The Barber Asphalt Paving Co.	8,529 47

Awarded to The Atlantic Refining Co.

BITUMINOUS MATERIAL—CONTRACT No. 17 — DIVISION No. 6

Name and address of bidder	Amount
Headley Good Roads Co.	\$6,059 61
The Atlantic Refining Co.	6,644 92
Newton Paving Co.	8,647 12

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 18 — DIVISION No. 6

The United Gas Improvement Co.	\$42.90
The Barrett Co.	50.00

Awarded to The United Gas Improvement Co.

BITUMINOUS MATERIAL — CONTRACT No. 19 — DIVISION No. 7

The Atlantic Refining Co.	\$6,053.35
The Barber Asphalt Paving Co.	2,561 40
John Baker, Jr.	5,990 45

Awarded to John Baker, Jr.

BITUMINOUS MATERIAL — CONTRACT No. 20 — DIVISION No. 7

Headley Good Roads Co.	\$5,583 10
The Atlantic Refining Co.	6,076 00
Newton Paving Co.	7,945 00

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 21 — DIVISION No. 7

The United Gas Improvement Co.	\$6,855 58
The Barrett Co.	7,137 70

Awarded to The United Gas Improvement Co.

BITUMINOUS MATERIAL — CONTRACT No. 22 — DIVISION No. 8

Headley Good Roads Co.	\$12,518 75
The Atlantic Refining Co.	13,685 62
Newton Paving Co.	17,900 92

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 23 — DIVISION No. 9

Name and address of bidder	Amount
The Atlantic Refining Co.	\$3,894 00
The Barber Asphalt Paving Co.	3,952 00
John Baker, Jr.	4,022 50

Awarded to The Atlantic Refining Co.

BITUMINOUS MATERIAL — CONTRACT No. 24 — DIVISION No. 9

Headley Good Roads Co.	\$7,800 00
The Atlantic Refining Co.	8,508 80
Newton Paving Co.	10,977 50

Awarded to the Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 25 — DIVISION No. 9

The United Gas Improvement Co.	\$42.90
The Barrett Co.	50.00

Awarded to The United Gas Improvement Co.

Proposals were received by the State Highway Commission, No. 53 Lancaster street, Albany, N. Y., for the construction of public highways by State Aid, on Thursday, April 20, 1916.

ROAD No. 1353 — SOLVAY—STATE FAIR—SYRACUSE ONONDAGA COUNTY — 2.40 MILES

Morrison & Quinn, Inc., Rochester, N. Y.	\$40,236 90
Heisler & Aldershof, Albany, N. Y.	40,320 50
Rock & Griffin Co., Watertown, N. Y.	41,319 00
Warner—Quinlan Asphalt Co., Syracuse, N. Y.	41,735 50
John Doyle, Albany, N. Y.	42,375 00
M. J. Gleason Co., Syracuse, N. Y.	42,028 50
Monroe Roads Co., Pittsford, N. Y.	43,882 00
Sullivan Cons. Co., Syracuse, N. Y.	45,651 50

Awarded to Morrison & Quinn, Inc.

ROAD No. 5587 — SYRACUSE-FAYETTEVILLE, ONONDAGA COUNTY
— 5.12 MILES

Name and address of bidder	Amount
M. J. Gleason Co., Syracuse, N. Y.....	\$86,404 79
Mondo Cons. Co., Inc., Syracuse, N. Y.....	87,485 75
Monroe Roads Co., Pittsford, N. Y.....	95,606 95
Guy B. Dickison, Syracuse, N. Y.....	97,764 99
Sullivan Cons. Co., Syracuse, N. Y.....	98,037 45
Scott Brothers, Rome, N. Y.....	101,960 47

Awarded to M. J. Gleason Co.

ROAD No. 1345 — MECHANICVILLE-CLIFTON PARK, SARATOGA
COUNTY — 5.74 MILES

Irvine & Barry, Huntington, Province of Quebec, Canada	\$59,874 75
Thomas H. Carr, Troy, N. Y.....	66,429 50
Richard Hopkins, Troy, N. Y.....	66,464 00
John B. Dower, Ballston Spa., N. Y.....	67,932 10

Awarded to Irvine & Barry.

ROAD No. 5599 — KINGSTON-PORT EWEN (RONDOUT BRIDGE),
ULSTER COUNTY — 0.49 MILES

Larkin & Sangster, Buffalo, N. Y.....	\$320,881 50
Ward & Tully, Inc., Brooklyn, N. Y.....	323,197 50
The Snare & Triest Co., New York City.....	343,930 00
Frank L. Cohen, Buffalo, N. Y.....	347,283 10
Walter S. Rae, Pittsburgh, Pa.....	353,812 90
Walsh Cons. Co., Davenport, Iowa.....	359,290 50
John C. Rodgers, Jr., New York City.....	369,996 50

All bids rejected.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., for the repair of public highways by State Aid, on Friday, April 28, 1916.

REPAIR CONTRACT NO. 901 — ROAD NO. 367 — ALBANY COUNTY
2.83 MILES

Name and address of bidder	Amount
John Doyle, Albany, N. Y.....	\$12,382 50
C. S. Mathusa, Albany, N. Y.....	12,501 25
Rumpf & Stevens, Lake Placid, N. Y.....	13,144 75
Jos. Walker Const. Co., Albany, N. Y.....	13,216 75

Awarded to John Doyle.

REPAIR CONTRACT NO. 902 — ROAD NO. 178 — ALBANY COUNTY
• — 7.38 MILES

S. B. Van Wagenen, Inc., Roundout, N. Y.....	\$24,921 75
C. S. Mathusa, Albany, N. Y.....	26,525 75
John Doyle, Albany, N. Y.....	27,818 50
Jos. Walker Const. Co., Albany, N. Y.....	28,078 25
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	29,240 00
Rumpf & Stevens, Lake Placid, N. Y.....	29,432 25

Awarded to S. B. Van Wagenen, Inc.

REPAIR CONTRACT NO. 872 — ROAD NOS. 355, 357, 358, 725,
5048, 5162, 5207 AND 5208 — CHEMUNG COUNTY —
31.89 MILES

The Atlantic Refining Co., Philadelphia Pa.....	\$12,986 41
McGreevy, McGuigan & Baum Const. Co., Elmira, N. Y.....	12,991 11
Frank K. Liberatore, Elmira, N. Y.....	13,991 05
Richard Hopkins, Troy, N. Y.....	14,050 80
J. H. Weidman, Syracuse, N. Y.....	14,228 89
Dana W. Robbins, Inc., New York, N. Y.....	14,491 38
Kennedy Const. Co., Albany N. Y.....	15,358 95

Awarded to The Atlantic Refining Co.

REPAIR CONTRACT NO. 863 — ROAD NOS. 56, 137, 138, 260, 822,
5102 AND 5311 — CLINTON COUNTY — 31.55 MILES

Name and address of bidder	Amount
The Defiance Corp., Ticonderoga, N. Y.....	\$12,242 46
Spellman-Oliver Co., Chateaugay, N. Y.....	12,304 72
Kellogg Boynton, Keeseville, N. Y.....	12,840 31

Awarded to The Defiance Corporation.

REPAIR CONTRACT NO. 880 — ROAD NOS. 341, 762, 5103 AND
5104 — COLUMBIA COUNTY — 16.43 MILES

Conway Bros. & Kennedy, Eddyville, N. Y.....	\$6,278 86
Gleason & Davitt, Albany, N. Y.....	6,463 23
John T. O'Neil, Troy, N. Y.....	7,026 36
Jos. Walker Const. Co., Albany, N. Y.....	6,422 92

Awarded to Conway Bros. & Kennedy.

REPAIR CONTRACT NO. 931 — ROAD NO. 223 — DUTCHESS
COUNTY — 1.80 MILES

Thomas J. Martin, Beacon, N. Y.....	\$8,530 50
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All bids rejected.

REPAIR CONTRACT NO. 921 — ROAD NO. 5189 — HAMILTON
COUNTY — 8.43 MILES

The Defiance Corporation, Ticonderoga, N. Y....	\$3,324 20
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Awarded to The Defiance Corporation.

REPAIR CONTRACT NO. 929 — ROAD NO. 5106 — NASSAU
COUNTY — 1.17 MILES

Ulrich & Persicano, Brooklyn, N. Y.....	\$11,890 20
Edward F. Monahan, Manhattan Beach, N. Y....	12,740 80
Gifford Cons. Co., Jamaica, N. Y.....	13,178 50
Henry J. Mullen Contg. Co., Inc., Jamaica N. Y..	14,879 80
Thos. F. Tuohy & Co., Inc., Flushing, L. I.....	14,986 80

Awarded to Ulrich & Persicano.

REPAIR CONTRACT NO. 876, ROAD NOS. 251, 507, 643, 666, 713,
9,001, 9,002—NIAGARA COUNTY — 28.57 MILES

Name and address of bidder	Amount
Sweeney & Boland, Rochester, N. Y.....	\$ 7,827 29
F. H. Wells, Savannah, N. Y.....	8,081 63
Hammond-Tracy Cons. Co., Inc., Middleport, N. Y.	8,095 78
F. H. Rhodey, Albion, N. Y.....	8,601 16
Cold Springs Cons. Co., Buffalo, N. Y.....	10,304 17

Awarded to Sweeney & Boland.

REPAIR CONTRACT NO. 911, ROAD NO. 200 — RENSSELEAR
COUNTY — 2.75 MILES

M. Fitzgerald, Hoosick Falls, N. Y.....	\$15,078 50
Flood & Van Wirt Co., Hudson Falls, N. Y.....	16,112 40
The County Cons. Co., Troy, N. Y.....	16,314 50

Awarded to M. Fitzgerald for \$14,761.00 — Reduced to amount
of engineer's estimate.

REPAIR CONTRACT NO. 909 — ROAD NO. 195 — RENSSELEAR
COUNTY — 3.76 MILES

Gifford Construction Co., Jamaica, N. Y.....	\$27,141 00
Flood & Van Wirt Co., Hudson Falls, N. Y.....	27,399 40
The County Cons. Co., Troy, N. Y.....	27,981 00
Thomas H. Carr, Troy, N. Y.....	28,743 50
Gleason & Davitt, Albany, N. Y.....	30,755 10
Edward Walsh, Troy, N. Y.....	30,921 50
The Belmar Contg. Co., Inc., Troy, N. Y.....	31,960 10
Richard Hopkins, Troy, N. Y.....	32,816 40

Awarded to Gifford Construction Co.

REPAIR CONTRACT NO. 864 — ROAD NOS. 285, 430 — RENS-
SELAER COUNTY — 7.40 MILES

Olin T. Benedict, Pittsfield, Mass.....	\$19,159 96
(Unsigned), 64 Hudson Ave., Albany, N. Y.....	19,626 32

Name and address of bidder	Amount
The County Cons. Co., Troy, N. Y.....	\$19,705 81
Gleason & Davitt, Albany, N. Y.....	19,799 96
Flood & Van Wirt Co., Hudson Falls, N. Y.....	20,145 81
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	22,334 95
Thos. H. Carr, Troy, N. Y.....	25,924 15

Awarded to Olin T. Benedict.

REPAIR CONTRACT No. 865 — ROAD Nos. 1025, 631, 5354, 5310
— RENSSELEAR COUNTY — 11.84 MILES

Clarence E. Walker, Troy, N. Y.....	\$6,009 70
Paul Schultze, Albany, N. Y.....	6,034 00
The County Cons. Co., Troy, N. Y.....	6,184 00
Gleason & Davitt, Albany, N. Y.....	6,314 72
Thos. H. Carr, Troy, N. Y.....	6,699 50
John T. O'Neil, Troy, N. Y.....	6,583 00

Awarded to Clarence E. Walker.

REPAIR CONTRACT No. 861 — ROAD No. 441 — SARATOGA
COUNTY — 2.27 MILES

J. A. LaPorte, Mechanicville, N. Y.....	\$6,098 50
Wm. G. Fox, Saratoga Springs, N. Y.....	6,301 00
John B. Dower, Ballston Spa., N. Y.....	6,360 00
Flood & Van Wirt, Hudson Falls, N. Y.....	6,596 00
Rumph & Stevens, Lake Placid, N. Y.....	6,968 00
Richard Hopkins, Troy, N. Y.....	6,973 00

Awarded to J. A. LaPorte.

REPAIR CONTRACT No. 867 — ROAD No. 640, 788, 793, 1028 —
SCHENECTADY COUNTY — 11.79 MILES

Paul Schultze, Albany, N. Y.....	\$4,112 75
Jos. Walker Cons. Co., Albany, N. Y.....	4,267 75
Gleason & Davitt, Albany, N. Y.....	4,536 25

Awarded to Paul Schultze.

REPAIR CONTRACT NO. 920 — ROAD NOS. 483, 616, 682, 683,
1002, 1003, 1003-A, 1004, 1188, 5214, 5294, 5379,
5474-A, 5567, TOMPKINS COUNTY — 47.78 MILES

Name and address of bidder	Amount
The Atlantic Refining Co., Philadelphia, Pa.	\$17,983 76
McGreevy, McGuigan & Baum Cons. Co., Elmira, N. Y.	18,242 36
John R. Burchill, Syracuse, N. Y.	18,698 68
Richard Hopkins, Troy, N. Y.	19,329 46
J. H. Weidman, Syracuse, N. Y.	19,387 28
Hendrickson-McCabe Cons. Co., Spencerport, N. Y.	19,553 85
Kennedy Cons. Co., Albany, N. Y.	21,576 00

Awarded to The Atlantic Refining Company.

REPAIR CONTRACT NO. 899 — ROAD NO. 5185 — WARREN
COUNTY — 6.57 MILES

John Anderson, Jr., Newcomb, N. Y.	\$8,429 00
Gleason & Davitt, Albany, N. Y.	8,509 00

Awarded to John Anderson, Jr.

REPAIR CONTRACT NO. 903 — ROAD NOS. 20 AND 25 — WEST-
CHESTER COUNTY — 4.31 MILES

No bids received.

REPAIR CONTRACT NO. 888 — ROAD NOS. 150, 151, 261, 262—
WESTCHESTER COUNTY — 19.78 MILES

Paul Schultze, Albany, N. Y.	\$7,759 65
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Awarded to Paul Schultze.

BROKEN STONE CONTRACT NO. 72 — HAMILTON COUNTY — 7.75
MILES

Edgar Call, Lake Pleasant, N. Y.	\$5,461 25
Asa Aird, Lake Pleasant, N. Y.	5,740 50

Awarded to Edgar Call for \$5,212.00 — Bid reduced to amount
of engineer's estimate.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., for the repair of public highways by State Aid on Tuesday, May 2d, 1916.

REPAIR CONTRACT NO. 862 — ROAD NOS. 193, 508, 979, 184,
5499 — ALBANY COUNTY — 19.93 MILES

Name and address of bidder	Amount
John T. O'Neil, Troy, N. Y.....	\$7,050 70
Langan Cons. Cor., Albany, N. Y.....	7,530 60
H. A. Murphy, Albany N. Y.....	7,659 25
Jos. Walker Cons. Co., Albany, N. Y.....	8,804 25

Awarded to John T. O'Neil.

REPAIR CONTRACT NO. 910 — ROAD NO. 177 — ALBANY COUNTY
— 4.16 MILES

Jos. Walker Cons. Co., Albany, N. Y.....	\$11,781 48
Gleason & Davitt, Albany, N. Y.....	12,020 29
S. B. Van Wagenen, Inc., Roundout, N. Y.....	12,790 52

All bids rejected.

REPAIR CONTRACT NO. 914 — ROAD NOS. 685, 686, 687, 687-A,
752, 1016, 5101, 370, 509, 746, 826, 973, 5082, 5171 —
CAYUGA AND OSWEGO COUNTIES — 46.04 MILES

W. F. Hill & Co., Fulton, N. Y.....	\$17,991 70
J. H. Weidman, Syracuse, N. Y.....	18,124 15
Edwin Styring, Syracuse, N. Y.....	18,341 95
Richard Hopkins, Troy, N. Y.....	18,425 58
F. H. Wells, Savannah, N. Y.....	18,584 00
Flood & Van Wirt Co., Hudson Falls, N. Y.....	21,783 85

Awarded to W. F. Hill & Co.

REPAIR CONTRACT NO. 895 — ROAD NOS. 827, 1230 — COLUMBIA
COUNTY — 10.13 MILES

Jos. Walker Cons. Co., Albany, N. Y.....	\$3,568 96
Conway Bros. & Kennedy, Eddyville, N. Y.....	3,613 96
County Cons. Co., Troy, N. Y.....	3,878 13

Awarded to Jos. Walker Construction Co.

REPAIR CONTRACT NO. 923 — ROAD NO. 589 — COLUMBIA
COUNTY — 2.80 MILES

Name and address of bidder	Amount
Jos. Walker Cons. Co., Albany, N. Y.....	\$10,501 00
Thos. J. Martin, Beacon, N. Y.....	11,025 00
County Cons. Co., Troy, N. Y.....	11,494 00
Rumpf & Stevens, Lake Placid, N. Y.....	12,063 00
J. F. Gallagher & Co., Inc., Kingston, N. Y.....	13,348 00

Awarded to Jos. Walker Construction Co.

REPAIR CONTRACT NO. 928 — ROAD NOS. 40, 995, 5424, 380,
378, 215, 208, 1075, 379, 5075, 510, 595, 881, 5436 —
CORTLAND COUNTY — 41.86 MILES

McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.	\$12,630 98
F. H. Wells, Savannah, N. Y.....	12,694 08
Richard Hopkins, Troy, N. Y.....	13,102 75
J. H. Weidman, Syracuse, N. Y.....	13,129 48
Edw. Styring, Syracuse, N. Y.....	13,228 50
Dana W. Robbins, Inc., New York City.....	13,229 19
Nash & Griffin, Norwich, N. Y.....	13,960 63

Awarded to McGreevey, McGuigan & Baum Construction Co.

REPAIR CONTRACT NO. 877 — ROAD NOS. 86, 272, 645, 1024 —
ERIE COUNTY — 12.59 MILES

Cold Springs Cons. Co., Buffalo, N. Y.....	\$5,042 90
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All bids rejected.

REPAIR CONTRACT NO. 907 — ROAD NOS. 701, 702, 703, 950, 985
— FRANKLIN COUNTY — 17.06 MILES

Kellogg Boynton, Keeseville, N. Y.....	\$5,387 60
Rock & Griffin Co., Watertown, N. Y.....	5,429 65
Richard Hopkins, Troy, N. Y.....	5,670 70
W. T. Thayer, Chateaugay, N. Y.....	5,742 14
Guy H. Miller, Watertown, N. Y.....	6,689 35

Awarded to Kellogg Boynton.

REPAIR CONTRACT No. 904 — ROAD No. 625 — JEFFERSON
COUNTY — 2.47 MILES

Name and address of bidder	Amount
Rock & Griffin Co., Watertown, N. Y.....	\$12,736 57
W. T. Thayer, Chateaugay, N. Y.....	12,883 08
Rumpf & Stevens, Lake Placid, N. Y.....	12,944 25
Pathfinder Cons. Co., Inc., Fulton, N. Y.....	12,953 47
Kellogg Boynton, Keeseville, N. Y.....	13,998 29
James E. Martin, Utica, N. Y.....	14,863 27

Awarded to Rock & Griffin Co.

REPAIR CONTRACT No. 860 — ROAD Nos. 182, 236, 814, 1148,
5005, 5427 — JEFFERSON COUNTY — 31.88 MILES

Richard Hopkins, Troy, N. Y.....	\$10,595 92
Rock & Griffin Company, Watertown, N. Y.....	10,636 06
Kellogg-Boynton, Keeseville, N. Y.....	10,949 87
Edwin Styring, Syracuse, N. Y.....	10,990 24
Spellman-Oliver Company, Chateaugay, N. Y....	11,080 54
Pathfinder Cons. Co., Inc., Fulton, N. Y.....	11,538 56

Awarded to Richard Hopkins

REPAIR CONTRACT No. 854 — ROAD No. 867 — LIVINGSTON
COUNTY — 1.09 MILES

John C. Bradley, Corning, N. Y.....	\$11,395 00
F. S. Strong, Hornell, N. Y.....	11,473 25
Kennedy Cons. Co., Albany, N. Y.....	11,477 00

Awarded to John C. Bradley

REPAIR CONTRACT No. 874 — ROAD Nos. 622, 623, 856, 855,
828, 5270, 5271, 5272, 894, 5400 — LIVINGSTON AND
WYOMING COUNTIES — 46.76 MILES

Crouch Brothers, Rochester, N. Y.....	\$13,956 22
Sweeney & Boland, Rochester, N. Y.....	13,961 87
Ribstein-Holter Co., Inc., Rochester, N. Y.....	14,227 65
McCarthy & Wall, Mt. Morris, N. Y.....	14,321 86

Name and address of bidder	Amount
Whitmore-Rauber & Vicinius, Rochester, N. Y. . . .	\$14,600 33
McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.	14,868 90
Dale Engineering Company, Utica, N. Y.	14,986 75
Richard Hopkins, Troy, N. Y.	15,152 80
Kennedy, Cons. Co., Albany, N. Y.	15,972 15

Awarded to Crouch Brothers

REPAIR CONTRACT No. 875 — ROAD NOS. 62, 83, 269, 286, 399,
402, 495, 497, 502 — MONROE COUNTY — 43.63 MILES

Crouch Brothers, Rochester, N. Y.	\$7,814 52
Charles F. Gallagher & Bro., Rochester, N. Y. . . .	9,261 65
Whitmore-Rauber & Vicinius, Rochester, N. Y. . . .	9,468 26
Dale Eng. Co., Utica, N. Y.	9,609 20
Ribstein-Holter Co., Inc., Rochester, N. Y.	9,650 10
Sweeney & Boland, Rochester, N. Y.	9,764 93

Awarded to Crouch Brothers

REPAIR CONTRACT No. 885 — ROAD NOS. 140, 406, 438, 559,
838, 839, 1107, 5325, 5345, 5406, 5442, 5465 — ONEIDA,
OTSEGO AND HERKIMER COUNTIES — 51.39 MILES

James E. Martin, Utica, N. Y.	\$17,218 12
Dale Engineering Co., Utica, N. Y.	17,466 90
Nash & Griffin, Norwich, N. Y.	17,861 40
Richard Hopkins, Troy, N. Y.	16,612 90
Flood & Van Wirt Co., Hudson Falls, N. Y.	19,904 27

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 869 — ROAD NOS. 77, 201 — RENSSELAER
COUNTY — 0.92 MILES

Gifford Cons. Co., Jamaica, N. Y.	\$4,798 32
Edward Walsh, Troy, N. Y.	5,083 31
County Cons. Co., Troy, N. Y.	5,154 07

Name and address of bidder	Amount
John T. O'Neil, Troy, N. Y.....	\$5,211 07
Thos. H. Karr, Troy, N. Y.....	5,225 00
Flood & Van Wirt Co., Hudson Falls, N. Y.....	5,383 76

Awarded to Gifford Cons. Co

REPAIR CONTRACT NO. 900 — ROAD NOS. 11-26 — RENSSELAER
COUNTY — 1.73 MILES

Gleason & Davitt, Albany, N. Y.....	\$10,092 10
Langan Cons. Cor., Albany, N. Y.....	10,244 10
Edward Walsh, Troy, N. Y.....	10,385 95
Thos. H. Karr, Troy, N. Y.....	10,450 10
Flood & Van Wirt Co., Hudson Falls, N. Y.....	11,265 95
County Cons. Co., Troy, N. Y.....	11,440 10

Awarded to Gleason & Davitt

REPAIR CONTRACT NO. 871 — ROAD NO. 194 — RENSSELAER
COUNTY — 1.47 MILES

Thos. H. Karr, Troy, N. Y.....	\$6,781 63
Gifford Cons. Co., Jamaica, N. Y.....	7,699 44
Edward Walsh, Troy, N. Y.....	8,590 63
County Cons. Co., Troy, N. Y.....	10,295 63

Awarded to Thos. H. Karr.

REPAIR CONTRACT NO. 913 — ROAD NO. 197 — RENSSELAER
COUNTY (WITHDRAWN) — 3.33 MILES

REPAIR CONTRACT NO. 866 — ROAD NOS. 5062, 5230, 5281 —
SARATOGA COUNTY — 22.50 MILES

Richard Hopkins, Troy, N. Y.....	\$6,777 00
Definance Corporation, Ticonderoga, N. Y.....	6,966 75
Flood & Van Wirt Co., Hudson Falls N. Y.....	7,424 05
County Cons. Co., Troy, N. Y.....	7,491 50
Jos. Walker Cons. Co., Albany, N. Y.....	7,504 25

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 917 — ROAD No. 5110 — SCHENECTADY
COUNTY — 5.31 MILES

Name and address of bidder	Amount
Brown & Lowe Co., Schenectady, N. Y.....	\$27,749 10
Thos. Murray, LeRoy, N. Y.....	29,976 00
Jos. Walker Cons. Co., Albany, N. Y.....	30,205 60
John B. Dower, Ballston Spa., N. Y.....	31,090 00
Flood & Van Wirt Co., Hudson Falls, N. Y.....	31,399 00
Rumpf & Stevens, Lake Placid, N. Y.....	31,459 00
John P Dugan & Co., Inc., Amsterdam, N. Y....	31,736 00
Richard Hopkins, Troy, N. Y.....	33,262 00
Sewage Disposal & Water Plant Co., Schenectady, N. Y	37,305 00

Awarded to Brown & Lowe Co.

REPAIR CONTRACT No. 855 — ROAD NOS. 999, 1005, 1128, 1190,
1232, 5160, 5208, 5295, 5335, 5047 — SCHUYLER COUNTY
22.94 MILES

McGreevey, McGuigan & Baum Construction Co., Elmira, N. Y.....	\$8,084 18
John W. Gurnett, Watkins, N. Y.....	8,484 08
James T. Moore, Watkins, N. Y.....	8,691 72
Hendrickson & McCabe Cons. Co., Spencerport, N. Y	8,701 54
John H. Weidman, Syracuse, N. Y.....	8,717 60
Richard Hopkins, Troy, N. Y.....	8,757 86
Knapp & Thompson, Watkins, N. Y.....	8,866 88
Kennedy Cons. Co., Albany, N. Y.....	9,046 22

Awarded to McGreevey, McGuigan & Baum Const. Co.

REPAIR CONTRACT No. 881 — ROAD NOS. 31,118, 141, 307, 308
— ULSTER COUNTY — 19.05 MILES

Jos. Walker Const. Co., Albany, N. Y.....	\$12,676 98
Edward Hartney, Modena, N. Y.....	15,651 30
J. F. Gallagher Co., Inc., Kingston, N. Y.....	19,047 75

Awarded to Jos. Walker Const. Co.

REPAIR CONTRACT No. 898 — ROAD NOS. 417, 418, 656, 5055,
5088, 5158 — WARREN COUNTY — 29.08 MILES

Name and address of bidder	Amount
The Defiance Corporation, Ticonderoga, N. Y.	\$5,972 56
Gleason & Davitt, Albany, N. Y.	5,998 06
Jos. Walker Const. Co., Albany, N. Y.	6,027 56
Kellogg-Boynton, Keeseville, N. Y.	6,078 06
Flood & Wirt Company, Hudson Falls, N. Y.	6,606 56

Awarded to The Defiance Corporation

REPAIR CONTRACT No. 887 — ROAD NOS. 51, 865 — WEST-
CHESTER COUNTY — 7.60 MILES (NO BIDS RECEIVED)

REPAIR CONTRACT No. 879 — ROAD No. 657, WESTCHESTER
COUNTY — 6.01 MILES (NO BIDS RECEIVED)

REPAIR CONTRACT No. 919 — ROAD NOS. 1015, 5359 — WEST-
CHESTER COUNTY — 9.68 miles (NO BIDS RECEIVED)

REPAIR CONTRACT No. 857 — ROAD NOS. 1205, 1210, 5323, 5324
YATES COUNTY — 24.00 MILES

McGreevey, McGuigan & Baum Construction Co., Elmira, N. Y.	\$8,716 22
Richard Hopkins, Troy, N. Y.	9,415 30
Kennedy Const. Co., Albany, N. Y.	9,880 60

Awarded to McGreevey, McGuigan & Baum Const. Co.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Friday, May 5, 1916, for the repair of public highways by State Aid.

REPAIR CONTRACT No. 856 — ROAD NOS. 5502, 5481 —
ALLEGANY COUNTY — 15.42 MILES

Kennedy Const. Co., Albany, N. Y.	\$5,371 05
McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.	5,711 72

Awarded to Kennedy Const. Co.

REPAIR CONTRACT No. 890 — ROAD Nos. 696, 958 —
CATTARAUGUS COUNTY — 8.37 MILES

Name and address of bidder	Amount
Shipman & Lincoln, Gowanda, N. Y.	\$2,575 47

Awarded to Shipman & Lincoln, contract reduced to engineer's estimate

REPAIR CONTRACT No. 891 — ROAD Nos. 599, 663, CHENANGO
COUNTY — 10.90 MILES

H. A. Murphy, Albany, N. Y.	\$4,130 75
Paddelford & King, Sherburne, N. Y.	4,136 50
John H. Gordon, Albany, N. Y.	4,220 75
Nash & Griffin, Norwich, N. Y.	4,241 20
Harry W. Roberts Co., Utica, N. Y.	4,672 25

Awarded to H. A. Murphy

REPAIR CONTRACT No. 893 — ROAD No. 5455 — DELAWARE AND
OTSEGO COUNTIES — 12.86 MILES

H. A. Murphy, Albany, N. Y.	\$5,671 75
Griffin & Griffin, Norwich, N. Y.	5,756 75
Nash & Griffin, Norwich, N. Y.	5,781 06
Harry W. Roberts & Co., Utica, N. Y.	5,803 05
Sherman Const. Co., Inc., Oneonta, N. Y.	5,833 32
DeGraff & Hogeboom, Inc., Kingston, N. Y.	5,976 10
Richard Hopkins, Troy, N. Y.	6,124 80
Jos. Walker Const. Co., Albany, N. Y.	6,162 67

Awarded to H. A. Murphy

REPAIR CONTRACT No. 905 — ROAD Nos. 232, 859, 1017, 5180,
5181, 5239, 5311 — ESSEX COUNTY — 25.85 MILES

Langan Const. Corporation, Albany, N. Y.	\$9,059 80
The Defiance Corporation, Ticonderoga, N. Y.	8,317 53
Kellogg Boynton, Keeseville, N. Y.	8,452 75

Awarded to The Defiance Corporation

REPAIR CONTRACT No. 883 — ROAD NOS. 33, 109, 110, 246, 247,
361, 362, 541, 542, 544 1127 — FULTON COUNTY —
33.66 MILES

Name and address of bidder	Amount
John P. Dugan & Co., Inc., Amsterdam, N. Y....	\$12,309 64.
Brady-Oltarsh Const. Co., New York City.....	15,158 30
Clarence Welsh & Co., Gloversville, N. Y.....	14,754 28

Awarded to John P. Dugan & Co., Inc

REPAIR CONTRACT No. 922 — ROAD NOS. 886, 997, 5491 —
GREENE COUNTY — 15.50 MILES

H. A. Murphy, Albany, N. Y.....	\$6,455 70
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	6,858 81

All bids rejected

REPAIR CONTRACT No. 932 — ROAD NOS. 5332, 5036 —
JEFFERSON & LEWIS COUNTIES — 9.32 MILES

The Pathfinder Const. Co., Inc., Fulton, N. Y....	\$4,896 20
Richard Hopkins, Troy, N. Y.....	4,992 00
Spellman-Oliver Co., Chateaugay, N. Y.....	5,181 15

Awarded to The Pathfinder Const. Co., Inc.

REPAIR CONTRACT No. 859 — ROAD NOS. 847, 937, 1020 —
LEWIS COUNTY — 17.23 MILES

The Pathfinder Const. Co., Inc., Fulton, N. Y....	\$5,482 90
Spellman-Oliver Co., Chateaugay, N. Y.....	5,697 90
Richard Hopkins, Troy, N. Y.....	5,795 05

Awarded to The Pathfinder Const. Co., Inc.

REPAIR CONTRACT No. 884 — ROAD NOS. 506, 955, 1160, 1216,
1217, 5329, 5330, 5380, 5492 — MADISON COUNTY —
33.89 MILES

Alfred H. Flinn, Albany, N. Y.....	\$10,859 70
John H. Weidman, Syracuse, N. Y.....	11,044 20
Dale Eng. Co., Utica, N. Y.....	11,097 40

Name and address of bidder	Amount
A. DeBarber, Fulton, N. Y.....	\$11,217 95
Nash & Griffin, Norwich, N. Y.....	11,438 15
Harry W. Roberts & Co., Utica, N. Y.....	12,069 30
Paddelford & King, Sherburne, N. Y.....	10,603 40

Awarded to Paddelford & King

REPAIR CONTRACT No. 853 — ROAD No. 167 — MONROE
COUNTY — 1.76 MILES

Henry G. White, Rochester, N. Y.....	\$10,987 50
Hendrickson & McCabe Const. Co., Spencerport, N. Y.	11,383 50
Dodge Const. Co., Inc., Rochester, N. Y.....	11,662 40
Frank T. Murray, Rochester, N. Y.....	12,545 50
Ribstein-Holter Co., Inc., Rochester, N. Y.....	12,817 50

Awarded to Henry G. White

REPAIR CONTRACT No. 873 — ROAD Nos. 15, 170, 173, 252, 254,
255, 294, 400, 401, 574A, 1187 AND 5522 —
MONROE COUNTY — 30.65 MILES

Ribstein-Holter Co., Inc., Rochester, N. Y.....	\$7,855 35
Dale Engineering Co., Utica, N. Y.....	8,122 47
Sweeney & Boland, Rochester, N. Y.....	8,126 16

Awarded to Ribstein-Holter Co., Inc.

REPAIR CONTRACT No. 916 — ROAD Nos. 487, 5080, 5143, 1068,
1042, 897, 1041, 74, 557, 1070, 554, 556, 555, 76, 553,
132, 5365, 5016 — ONONDAGA COUNTY —
67.71 MILES

Edwin Styring, Syracuse, N. Y.....	\$30,582 69
Richard Hopkins, Troy, N. Y.....	31,675 20
Kennedy Cons. Co., Albany, N. Y.....	32,274 80
F. H. Wells, Savannah, N. Y.....	29,001 15

Awarded to F. H. Wells.

REPAIR CONTRACT NO. 878 — ROAD NOS. 190, 204, 205, 335, 487,
639, 1196 — ONTARIO COUNTY — 26.44 MILES

Name and address of bidder	Amount
Kennedy Const. Co., Contractor reduced to Engs. Estimate, Albany, N. Y.....	\$6,829 30

Awarded to Kennedy Const. Co.

REPAIR CONTRACT NO. 927 — ROAD NO. 42 — ORANGE COUNTY
— 3.00 MILES

Schunnemunk Const. Co., Highland Mills, N. Y..	\$18,513 00
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	18,864 00
Jackson Brothers, Cuddebackville, N. Y.....	19,173 50
Samuel Beskin, Beacon, N. Y.....	19,754 50
Abner M. Harper, Inc., Newburgh, N. Y.....	21,175 50

Awarded to Schunnemunk Const. Co.

REPAIR CONTRACT NO. 889 — ROAD NOS. 42, 64, 115, 153, 154,
156, 157, 414 AND 416 — ORANGE COUNTY —
31.76 MILES

Edward Hartney, Modena, N. Y.....	\$3,637 02
Schunnemunk Const. Co., Highland Mills, N. Y..	3,703 15
Gleason & Davitt, Albany, N. Y.....	3,704 88
Griffin & Griffin, Norwich, N. Y.....	3,812 41
Thos. J. Martin, Beacon, N. Y.....	3,812 41
Jos. Walker Const., Co., Albany, N. Y.....	3,822 13
John A. Jova, Inc., Newburgh, N. Y.....	4,650 80

Awarded to Edward Hartney.

REPAIR CONTRACT NO. 896 — ROAD NO. 416 — ORANGE COUNTY
— 5.91 MILES

Griffin & Griffin, Norwich, N. Y.....	\$2,099 52
Edward Hartney, Modena, N. Y.....	2,118 79

Awarded to Griffin & Griffin.

REPAIR CONTRACT NO. 892 — ROAD NOS. 676, 783, 935, 1147,
5240A AND 5247A — OTSEGO COUNTY — 23.64 MILES

Name and address of bidder	Amount
H. A. Murphy, Albany, N. Y.....	\$11,795 90
Sherman Contg. Co., Inc., Oneonta, N. Y.....	12,215 75
Nash & Griffin, Norwich, N. Y.....	12,787 45
Harry W. Roberts & Co., Utica, N. Y.....	14,543 75

Awarded to H. A. Murphy.

REPAIR CONTRACT NO. 894 — ROAD NOS. 221, 833 AND 987 —
OTSEGO COUNTY — 7.76 MILES

H. A. Murphy, Albany, N. Y.....	\$4,193 00
Nash & Griffin, Norwich, N. Y.....	4,425 20
Harry W. Roberts & Co., Utica, N. Y.....	5,179 50

Awarded to H. A. Murphy.

REPAIR CONTRACT NO. 930 — ROAD NO. 9005 — ROCKLAND
COUNTY — 7.30 MILES

J. F. Gallagher & Co., Inc., Kingston, N. Y.....	\$25,716 55
John J. Guinan, Brooklyn, N. Y.....	28,490 00
Brady-Oltarsh Const. Co., New York City.....	28,822 05

Awarded to J. F. Gallagher & Co., Inc.

REPAIR CONTRACT NO. 897 — ROAD NOS. 734, 967, 1032, 5285
AND 5308 — ST. LAWRENCE COUNTY — 30.95 MILES

Herbert W. Fearl, Potsdam, N. Y.....	\$8,573 35
Kellogg Boynton, Keeseville, N. Y.....	8,860 20
The Pathfinder Const. Co., Fulton, N. Y.....	8,912 50
Richard Hopkins, Troy, N. Y.....	9,260 65
Spellman-Oliver Const. Co., Chateaugay, N. Y...	9,260 65

Awarded to Herbert W. Fearl.

REPAIR CONTRACT NO. 906 — ROAD NOS. 878, 966, 970, 1125
AND 5288 — ST. LAWRENCE COUNTY — 20.49 MILES

Name and address of bidder	Amount
Spellman-Oliver Co., Chateaugay, N. Y.....	\$6,645 53
Kellogg Boynton, Keeseville, N. Y.....	6,827 47
Arthur F. McConville, Ogdensburg, N. Y.....	6,932 47
P. J. Kennedy, Utica, N. Y.....	7,034 92
The Pathfinder Const. Co., Inc., Fulton, N. Y....	7,254 61

Awarded to Spellman-Oliver Co.

REPAIR CONTRACT NO. 918 — ROAD NO. 733 — ST LAWRENCE
COUNTY — 2.52 MILES

Arthur F. McConville, Ogdensburg, N. Y.....	\$12,836 35
John B. Dower, Ballston Spa., N. Y.....	13,927 30
Rumpf & Stevens, Lake Placid, N. Y.....	14,131 20

Awarded to Arthur F. McConville.

REPAIR CONTRACT NO. 908 — ROAD NOS. 875, 876 1126, 1168,
5032, 5116, 5283 AND 5287 — ST. LAWRENCE COUNTY —
53.61 MILES

Kellogg Boynton, Keeseville, N. Y.....	\$15,759 85
Herbert W. Fearl, Potsdam, N. Y.....	15,786 20
Spellman-Oliver Co., Chateaugay, N. Y.....	15,966 00
The Pathfinder Const. Co., Inc., Fulton, N. Y....	16,586 00
Richard Hopkins, Troy, N. Y.....	17,082 10
P. J. Kennedy, Utica, N. Y.....	16,402 35

Awarded to Kellogg Boynton

REPAIR CONTRACT NO. 915 — ROAD NOS. 321, 323, 5087, 860,
919, 992, 993, 5017, 5089, 5127, AND 5290 — SENECA AND
WAYNE COUNTIES — 42.53 MILES

F. H. Wells, Savannah, N. Y.....	\$16,393 30
Edwin Styring, Syracuse, N. Y.....	17,101 70
Kennedy Const. Co., Albany, N. Y.....	17,743 80

Awarded to F. H. Wells. . .

REPAIR CONTRACT No. 886 — ROAD NOS. 742, 754, 903, 904, 905,
906, 907, 1200, 1292, 5211, 5253-C, 5253-D, 5254, 5255,
5348-B, 5351, AND 5352-B — STEUBEN COUNTY — 63.12 MILES

Name and address of bidder	Amount
Kennedy Const., Co., Albany, N. Y.....	\$26,518 22
McGreevey, McGuigan & Baum Co., Elmira, N. Y.	26,737 01

Awarded to Kennedy Const. Co.

REPAIR CONTRACT No. 924 — ROAD No. 743 — SUFFOLK
COUNTY — 1.75 MILES

Gifford Const. Co., Jamaica, N. Y.....	\$18,048 40
Edward F. Monahan, Manhattan Beach, N. Y....	18,157 80
Heling Brothers, Lindenhurst, N. Y.....	20,816 40
Franklin Const. Co., New York City.....	22,145 90
Murray & Gardner Co., Inc., Center Moriches, N. Y.	23,246 60

Awarded to Gifford Const. Co.

REPAIR CONTRACT No. 926 — ROAD No. 1018, SUFFOLK COUNTY
— 4.50 MILES

Edward F. Monahan, Manhattan Beach, N. Y....	\$13,452 30
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All bids rejected.

REPAIR CONTRACT No. 925 — ROAD No. 5112, SUFFOLK COUNTY
— 2.14 MILES

Murray & Gardner, Inc., Center Moriches, N. Y. ...	\$15,032 60
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All bids rejected

REPAIR CONTRACT No. 882 — ROAD NOS. 699, 700, 823, 824, 890,
AND 5322 — SULLIVAN COUNTY — 23.20 MILES

Armstrong & Trowbridge, Middletown, N. Y.....	\$6,907 60
G. C. Bennett, Liberty, N. Y.....	7,515 25
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	7,897 00
Jackson Brothers, Cuddebackville, N. Y.....	7,934 50
Nash & Griffin, Norwich, N. Y.....	8,196 50

Awarded to Armstrong & Trowbridge

**REPAIR CONTRACT No. 858 — ROAD Nos. 845, 927, 5215, 5257,
5289, 5333, AND 5429 — TIOGA COUNTY — 25.29 MILES**

Name and address of bidder	Amount
Dana W. Robbins, Inc., New York City.....	\$8,718 25
McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y.....	8,946 36
Kennedy Const. Co., Albany, N. Y.....	9,345 30

Awarded to Dana W. Robbins, Inc.

**REPAIR CONTRACT No. 912 — ROAD No. 723 — WASHINGTON
COUNTY — 4.77 MILES**

Rumpf & Stevens, Lake Placid, N. Y.....	\$25,973 10
Wm. G. Fox, Saratoga Springs, N. Y.....	27,858 10
John B. Dower, Ballston Spa, N. Y.....	28,978 10

Awarded to Rumpf & Stevens.

**REPAIR CONTRACT No. 868 — ROAD Nos. 103, 722, 803, 1224,
5293, 5316, AND 5336 — WASHINGTON COUNTY — 28.76 MILES**

William G. Fox, Saratoga Springs, N. Y.....	\$9,675 35
Richard Hopkins, Troy, N. Y.....	9,790 10
Flood & Van Wirt Co., Hudson Falls, N. Y.....	9,922 05
Langan Const. Corp., Albany, N. Y.....	9,932 75

Awarded to William G. Fox.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Monday, the 5th day of June, 1916, for the improvement of public highways by State Aid.

**ROAD No. 1163 — PUTMAN COUNTY LINE—STONEHOUSE,
DUTCHESS COUNTY — 6.18 MILES**

William J. Kidd, New York City.....	\$74,775 71
DeGraaf & Hogeboom, Inc. Kingston, N. Y.....	87,499 80
Samuel Beskin, Beacon, N. Y.....	89,672 36
Cairnie-St. George Co., Inc., Albany, N. Y.....	89,741 40
Ward & Tully, Inc., Brooklyn, N. Y.....	90,397 88
Abner M. Harper, Inc., Newburgh, N. Y.....	96,596 80
Mascetti & Holley, Torrington, Conn.....	108,861 60
E. Abraham, Hackensack, N. J.....	141,472 20

Awarded to William J. Kidd, completion contract.

ROAD No. 1312 — BARRYTOWN—RED HOOK—ROCK CITY,
DUTCHESS COUNTY — 6.81 MILES

Name and address of bidder	Amount
Wm. J. Kidd, New York City.....	\$57,655 00
Samuel Beskin, Beacon, N. Y.....	76,999 68
John A. Jova, Inc., Newburgh, N. Y.....	80,239 22
Mascetti & Holley, Torrington, Conn.....	86,791 92

Awarded to William J. Kidd completion contract.

ROAD No. 525-B — LAWTON—GOWANDA, ERIE COUNTY — 0.28
MILE

William R. Kimmey, Albany, N. Y.....	\$4,254 10
Shipman & Lincoln, Gowanda, N. Y.....	4,613 80
The F. J. Mumm Const. Co., Inc., Buffalo, N. Y.	4,415 60
Frank L. Cohen, Buffalo, N. Y.....	4,894 00

Awarded to William R. Kimmey.

ROAD No. 5600 — FARNHAM—IRVING, ERIE COUNTY — 2.11
MILES

Frank L. Cohen, Buffalo, N. Y.....	\$28,889 50
F. J. Mumm Contracting Co., Inc., Buffalo, N. Y.	32,877 00
Walter F. Shaw, Jamestown, N. Y.....	35,227 00

Awarded to Frank L. Cohen.

ROAD No. 1348 — NEW BALTIMORE STATION—COEYMANS,
GREENE COUNTY — 3.98 MILES

E. S. Sickles, New Baltimore, N. Y.....	\$41,765 80
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Awarded to E. S. Sickles.

ROAD No. 1364 — LEXINGTON—PRATTSVILLE, PART 1, GREENE
COUNTY — 6.02 MILES

DeGraaf & Hogeboom, Inc., Kingston, N. Y.....	\$66,954 50
George H. McEvoy, Creek Locks, N. Y.....	71,246 50
George D. Rappleyea, Prattsville, N. Y.....	73,263 06

Awarded to DeGraaf & Hogeboom, Inc.

ROAD NO. 1367 — BALLANTINE BRIDGE—GENESEE VALLEY PARK,
MONROE COUNTY — 1.72 MILES

Name and address of bidder	Amount
Thomas Hucknall, Albion, N. Y.....	\$20,573 00
Greece Const. Co., Rochester, N. Y.....	21,657 00
Frank T. Murray, Rochester, N. Y.....	21,948 50
Roco Company, Inc., Rochester, N. Y.....	21,975 50
Whitmore—Rauber & Vicinius, Inc., Rochester, N. Y , ,.....	22,130 50
Schroeder—Hicks Contracting Co., Rochester, N. Y.	23,021 00

Awarded to Thomas Hucknall.

ROAD NO. 1357 — ROME—AVA, PART 2,— ONEIDA COUNTY —
4.87 MILES

J. G. Hayes & Co., Inc., Rome, N. Y.....	\$47,378 50
F. H. Rhodey, Albion, N. Y.....	48,426 25
Richard Hopkins, Troy, N. Y.....	48,695 50

Awarded to J. G. Hayes & Co., Inc.

ROAD NO. 1358 — ROME—AVA, PART 3, ONEIDA COUNTY — 8.26
MILES

J. G. Hayes & Co., Inc., Rome, N. Y.....	\$69,772 25
Thomas Grady, Rochester, N. Y.....	70,426 25
F. H. Rhodey, Albion, N. Y.....	72,154 75

Awarded to J. G. Hayes & Co., Inc.

ROAD NO. 1347 — GILBOA—CONESVILLE, SCHOHARIE COUNTY —
4.43 MILES

DeGraaf & Hogeboom, Inc., Kingston, N. Y.....	\$47,948 00
George S. McEvoy, Creek Locks, N. Y.....	50,543 50

Awarded to DeGraaf & Hogeboom, Inc.

ROAD No. 1233 — ALPONE-CAYUTA, PART 1, SCHUYLER COUNTY
— 0.99 MILE

Name and address of bidder	Amount
Steuben Const. Co., Hornell, N. Y.....	\$8,747 25
F. L. Breese, Elmira, N. Y.....	9,234 50
The Hendrickson-McCabe Const. Co., Spencer- port, N. Y.....	9,929 60
Nash & Griffin, Norwich, N. Y.....	10,311 20
Dana W. Robbins Co., Inc., New York City.....	10,644 50

Awarded to Steuben Const. Co.

ROAD No. 1101 — RISINGVILLE-CAMPBELL, PART 1, STEUBEN
COUNTY — 5.21 MILES

Atlanta Const. Co., Atlanta, N. Y.....	\$42,861 00
J. G. Hayes & Co., Inc., Rome, N. Y.....	44,774 00
J. C. Bradley & Co., Corning, N. Y.....	44,938 50
The Hendrickson-McCabe Const., Co., Spencer- port, N. Y.....	45,875 00
Steuben Const. Co., Hornell, N. Y.....	46,102 70
The Lane Const. Co., Meridan, Conn.....	47,632 50

Awarded to Atlanta Const. Co.

ROAD No. 1103 — HARTSVILLE-CANISTEO, STEUBEN COUNTY —
5.58 MILES

Atlanta Const. Co., Atlanta, N. Y.....	\$38,939 44
P. H. Murray, Rochester, N. Y.....	39,535 00
Steuben Const. Co., Hornell, N. Y.....	41,145 00
J. G. Hayes & Co., Inc., Rome, N. Y.....	41,395 50
Greenfield Const. Co., Hornell, N. Y.....	41,815 00
W. H. Madden, Rochester, N. Y.....	42,352 00
The Hendrickson-McCabe Const., Co., Spencer- port, N. Y.....	42,988 00

All bids rejected.

ROAD NO. 5234-A—LIBERTY-COUNTY LINE, PART 2, SULLIVAN
COUNTY — 8.51 MILES

Name and address of bidder	Amount
Abner M. Harper, Inc., Newburgh, N. Y.....	\$55,747 25
John J. Guinan Contg. Co., Brooklyn, N. Y.....	68,289 50

Awarded to Abner M. Harper, Inc.

ROAD NO. 5601 — SAUGERTIES VILLAGE, ULSTER COUNTY —
1.85 MILES

Wagner & Braun, Brooklyn, N. Y.....	\$50,488 50
Joseph Heisler & Frank Guillott. Schenectady, N. Y.....	56,123 50
Jos. L. Cuzzo, Yonkers, N. Y.....	56,671 60
Abner M. Harper, Inc., Newburgh, N. Y.....	58,006 00
Fallkill Const. Co., Inc., Poughkeepsie, N. Y....	60,067 50

Awarded to Wagner & Braun.

ROAD NO. 5599-A—KINGSTON-PORT EWEN (BRIDGE ABUT-
MENTS), ULSTER COUNTY

H. K. Corbin Co., Inc., New York City.....	\$61,360 00
Abner M. Harper Co., Inc., Newburgh, N. Y....	61,850 00
Ward & Tully, Inc., Brooklyn, N. Y.....	65,532 00
Lupfer & Remick, Buffalo, N. Y.....	65,874 00
S. B. Mutchler & Co., Newark, N. J.....	66,300 00

Awarded to H. K. Corbin Co., Inc.

ROAD NO. 1349 — VARYSBURG-WARSAW, PART 2, WYOMING
COUNTY — 4.73 MILES

The F. J. Mumm Contg. Co., Inc., Buffalo, N. Y..	\$48,309 10
Cold Spring Const. Co., Buffalo, N. Y.....	51,166 00
Frank J. Foote, Nunda, N. Y.....	53,513 50
F. E. Gross & Son, Yonkers, N. Y.....	57,812 00

Awarded to The F. J. Mumm Contg. Co., Inc.

**ROAD No. 1352 — RUSHVILLE—POTTER—MIDDLESEX—OVERACKER
CORNER, YATES COUNTY — 9.63 MILES**

Name and address of bidder	Amount
Atlanta Const. Co., Atlanta, N. Y.....	\$89,424 50
Hovey-Benedict, Williamsport, Pa.....	91,043 00
J. G. Hayes & Co., Inc., Rome, N. Y.....	96,669 50
Wm. H. Madden, Rochester, N. Y.....	97,146 50
Frank J. Foote, Nunda, N. Y.....	98,557 00
Richard Hopkins, Troy, N. Y.....	102,636 00

Awarded to Atlanta Const. Co.

Proposals were received by the State Highway Commission at its office No. 55 Lancaster street, Albany, N. Y., for the repair of public highways by State Aid, on Monday, June 5, 1916.

**REPAIR CONTRACT No. 910 — ROAD No. 177 — ALBANY COUNTY
— 3.86 MILES**

W. L. Lawton, Glens Falls, N. Y.....	\$24,439 16
Flood & Van Wirt Co., Hudson Falls, N. Y.....	25,180 88

Awarded to W. L. Lawton.

**REPAIR CONTRACT No. 953 — ROAD No. 598 — CHENANGO
COUNTY — 2.25 MILES**

The Franklin Co., Syracuse, N. Y.....	\$9,977 60
Nash & Griffin, Norwich, N. Y.....	11,773 10

Awarded to The Franklin Co.

**REPAIR CONTRACT No. 941 — ROAD No. 982 — DELAWARE
COUNTY (NO BIDS RECEIVED) — 5.77 MILES**

**REPAIR CONTRACT No. 931 — ROAD No. 223 — DUTCHESS
COUNTY — 1.80 MILES**

Thomas J. Martin, Beacon, N. Y.....	\$8,284 00
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Awarded to Thomas J. Martin.

REPAIR CONTRACT NO. 877 — ROAD NOS. 86, 372, 645, 1034 —
ERIE COUNTY — 12.59 MILES

Name and address of bidder

Amount

No bids received.

REPAIR CONTRACT NO. 949 — ROAD NO. 820 — FRANKLIN
COUNTY — 2.50 MILES

W. T. Thayer & Co., Chateaugay, N. Y.....	\$12,759 50
Richard Hopkins, Troy, N. Y.....	12,874 00

Awarded to W. T. Thayer & Co.

REPAIR CONTRACT NO. 946 — ROAD NO. 423 — JEFFERSON
COUNTY — 3.21 MILES

Edwin Styring, Syracuse, N. Y.....	\$9,915 00
Spellman-Oliver Co., Chateaugay, N. Y.....	10,023 50
Franklin Co., Syracuse, N. Y.....	10,041 00
Flood & Van Wirt Co., Hudson Falls, N. Y.....	10,105 00
Richard Hopkins, Troy, N. Y.....	10,463 00

Awarded to Edwin Styring.

REPAIR CONTRACT NO. 934 — ROAD NOS. 43 AND 113 — ORANGE
COUNTY — 3.10 MILES

DeGraff & Hogeboom, Inc., Kingston, N. Y.....	\$17,151 50
Schunnemunk Const. Co., Highland Mills, N. Y..	18,046 50
John A. Jova, Inc., Newburgh, N. Y.....	18,094 01
Abner M. Harper, Inc., Newburgh, N. Y.....	18,179 00

Awarded to DeGraff & Hogeboom, Inc.

REPAIR CONTRACT NO. 939 — ROAD NO. 392 — ORLEANS COUNTY
1.46 MILES

Fred H. Rhodey, Albion, N. Y.....	\$7,297 50
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Awarded to Fred H. Rhodey.

REPAIR CONTRACT No. 913 — ROAD No. 197 — RENSSELAER
COUNTY — 3.33 MILES

Name and address of bidder	Amount
Flood & Van Wirt Co., Hudson Falls, N. Y.....	\$18,095 25
Thos. H. Karr, Troy, N. Y.....	19,116 25

Awarded to Flood & Van Wirt Co.

REPAIR CONTRACT No. 933 — ROAD No. 9000 — ROCKLAND
COUNTY — 0.85 MILE

J. F. Gallagher & Co., Inc., Kingston, N. Y.....	\$4,965 00
John J. Guinan Contg. Co., Brooklyn, N. Y.....	5,279 00

Awarded to J. F. Gallagher & Co., Inc.

REPAIR CONTRACT No. 925 — ROAD No. 5112 — SUFFOLK
COUNTY — 2.14 MILES

Edward F. Monahan, Manhattan Beach, N. Y....	\$13,676 30
Murray & Gardner, Inc., Center Moriches, N. Y..	14,243 00
John J. Guinan Contg. Co., Brooklyn, N. Y.....	17,005 30

Awarded to Edward F. Monahan reduced to amount of engineer's estimate.

REPAIR CONTRACT No. 926 — ROAD No. 1018 — SUFFOLK
COUNTY — 4.50 MILES

Edward F. Monahan, Manhattan Beach, N. Y....	\$13,452 30
Murray & Gardner, Inc., Center Moriches, N. Y..	13,676 70
John J. Guinan Contg. Co., Brooklyn, N. Y.....	18,528 90

Awarded to Edward F. Monahan.

REPAIR CONTRACT No. 952 — ROAD NOS. 700 AND 795 — SULLIVAN
COUNTY — 4.95 MILES

Nathan E. Young, Cooks Falls, N. Y.....	\$29,964 20
John J. Guinan Contg. Co., Brooklyn, N. Y.....	37,242 20

Awarded to Nathan E. Young.

REPAIR CONTRACT NO. 956 — ROAD NOS. 5168 AND 5289 —
TIOGA COUNTY — 2.17 MILES

Name and address of bidder	Amount
Steuben Const. Co., Hornell, N. Y.....	\$11,376 54
Chas. E. Haney, Camillus, N. Y.....	12,188 74
Schroeder-Hicks Contg. Co., Rochester, N. Y....	12,556 48
McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y.....	12,674 80
Richard Hopkins, Troy, N. Y.....	12,992 40
Flood & Van Wirt Co., Hudson Falls, N. Y.....	13,070 55
Frank T. Murray, Rochester, N. Y.....	13,406 75
Dana W. Robbins, Inc., New York City.....	14,656 36

Awarded to Steuben Const. Co.

REPAIR CONTRACT NO. 954 — ROAD NO. 483 — TOMPKINS
COUNTY — 1.82 MILES

Steuben Const. Co., Hornell, N. Y.....	\$7,969 85
Chas. E. Haney, Camillus, N. Y.....	8,211 15
McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y.....	8,423 88
Schroeder-Hicks Contg. Co., Rochester, N. Y....	8,742 19
Flood & Van Wirt Co., Hudson Falls, N. Y.....	8,749 73
The Lane Const. Cor., Meriden, Conn.....	8,933 62
Richard Hopkins, Troy, N. Y.....	9,099 89

Awarded to Steuben Const. Co.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster Street, Albany, N. Y., on Wednesday the 7th day of June, 1916, for the improvement of public highways by State Aid.

ROAD NO. 1366 — VAN SCOTERS CORNERS—CANASERAGA—GAR-
WOODS, ALLEGANY COUNTY — 6.88 MILES

T. H. Gill Co., Binghamton, N. Y.....	\$70,460 50
Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y..	71,775 00
Wm. H. Madden, Rochester, N. Y.....	72,933 50

Name and address of bidder	Amount
Cold Spring Const. Co., Buffalo, N. Y.....	\$74,303 50
Frank J. Foote, Nunda, N. Y.....	74,871 00
Greenfield Const. Co., Hornell, N. Y.....	75,528 50
Thomas Grady, Rochester, N. Y.....	77,190 50
Kennedy Const. Co., Albany, N. Y.....	77,253 00

Awarded to T. H. Gill Co.

ROAD NO. 1368 — SUMMER HILL CORTLAND, PART 3 — CORTLAND, COUNTY — 2.08 MILES

Rossney Contracting Corp. Buffalo, N. Y.....	\$22,083 75
The Henderickson-McCabe Const. Company, Spencerport, N. Y.....	23,040 50

Awarded to the Rossney Contracting Corp. Contractors reduced to amount of eng. estimate.

ROAD NO. 1369 — TRUXTON-APULIA, PART 1, CORTLAND COUNTY — 2.00 MILES

F. L. Breese, Elmira, N. Y.....	\$21,000 75
Hendrickson-McCabe Const. Co., Spencerport, N. Y.	22,846 75
Rossney Contg. Corp., Buffalo, N. Y.....	22,981 00

Awarded to F. L. Breese.

ROAD NO. 5549 — WAPPINGERS FALLS VILLAGE, MAIN STREET, DUTCHESS COUNTY — 0.88 MILE

Jos. Heisler & Frank Guillott, Schenectady, N. Y.	\$35,030 25
Fallkill Const. Co., Poughkeepsie, N. Y.....	35,585 00
The Sewage Disposal & Water Plant Company, Schenectady, N. Y.....	39,259 00

Awarded to Jos. Heisler & Frank Guillott.

ROAD No. 5580 — AMENIA-PINE PLAINS, PART 1, DUTCHESS
COUNTY — 6.97 MILES

Name and address of bidder	Amount
John DeMichial & Bros., Torrington, Conn.....	\$86,477 50
Mascetti & Holley, Torrington, Conn.....	87,795 00

Awarded to John DeMichiel & Bros.

ROAD No. 5523 — WELLS SPECULATOR, PART 2, HAMILTON
COUNTY — 6.74 MILES

Hovey Benedict, Williamsport, Pa.....	\$93,936 50
John B. Dower, Ballston Spa., N. Y.....	106,974 00
Hassam Paving Company, Worcester, Mass.....	145,911 50

Awarded to Hovey Benedict.

ROAD No. 1362 — VANHORNESVILLE-STARKVILLE, HERKIMER
COUNTY — 5.84 MILES

John B. Dower, Ballston Spa., N. Y.....	\$67,253 75
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All bids rejected.

ROAD No. 1255 — CAPE VINCENT-CLAYTON, JEFFERSON
COUNTY — 14.05 MILES

Henry P. Burgard, Buffalo, N. Y.....	\$145,895 00
The Pathfinder Const. Co., Inc., Fulton, N. Y...	147,185 00
F. H. Rhodex, Alibon, N. Y.....	152,140 50
Mascetti & Holley, Torrington, Conn.....	153,311 96
Spellman-Oliver Const. Co., Chateaugay, N. Y..	155,244 50
J. L. Richmond, Hinckley, N. Y.....	155,386 80
Burns Bros. & Haley, Watertown, N. Y.....	178,363 00

Awarded to Henry P. Burgard.

ROAD No. 1350 — NUNDA-DALTON, LIVINGTON COUNTY —
3.42 MILES

Name and address of bidder	Amount
Wm. H. Madden, Rochester, N. Y.....	\$39,948 50
Cold Spring Const. Co., Buffalo, N. Y.....	40,861 00
Frank J. Foote, Nunda, N. Y.....	43,161 50
Thos. Grady, Rochester, N. Y.....	43,716 50

Awarded to Wm. H. Madden

ROAD No. 1360 — MUNNSVILLE-PRATTS HOLLOW-PINE WOODS,
MADISON COUNTY — 6.54 MILES

Paddelford & King, Sherburne, N. Y.....	\$67,332 50
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All bids rejected.

ROAD No. 800 — YOUNGSTOWN-LOCKPORT, PART 1, NIAGARA
COUNTY — 7.79 MILES

Rich Const. Co., Inc., East Aurora, N. Y.....	\$111,403 00
Wm. F. Fulton, Buffalo, N. Y.....	111,803 00
J. F. Mumm Contg. Co., Inc., Buffalo, N. Y.....	119,697 50

Awarded to Rich Const. Co., Inc.

ROAD No. 95-A — MIDDLETOWN-GOSHEN, ORANGE — 0.11 MILE

Schunnemunk Const. Co., Highland Mills, N. Y..	\$1,532 60
Nash & Griffin, Norwich, N. Y.....	1,802 00
Fallkill Const. Co., Inc., Poughkeepsie, N. Y....	2,020 00

Awarded to Schunnemunk Const. Co.

ROAD No. 499 — MIDDLETOWN-MONTGOMERY, ORANGE
COUNTY — 9.18 MILES

Frank Salvucci, West Hurley, N. Y.....	\$101,370 50
Edward P. Arbogast, Stroudsburg, Pa.....	105,037 00
John A. Jova, Inc., Newburgh, N. Y.....	114,842 00

Awarded to Frank Salvucci.

**ROAD No. 1320 — GOSHEN VILLAGE, ORANGE COUNTY —
8.70 MILES**

Name and address of bidder	Amount
Wm. J. Kidd, New York City.....	\$47,269 75
John S. Turner, Mt. Vernon, N. Y.....	53,938 75
Abner M. Harper, Inc., Newburgh, N. Y.....	54,684 50
Schunnemunk Const. Co., Highland Mills, N. Y..	57,333 50
Fallkill Const. Co., Inc., Poughkeepsie, N. Y.....	62,768 35
Sewage Disposal & Water Plant Company, Schenec- tady, N. Y.....	63,160 00

Awarded to Wm. J. Kidd, Completion Contract.

**ROAD No. 1340 — GRANT CORNER—RUNDALL CORNER—BAILEY
CORNER—STATE LINE, WESTCHESTER COUNTY — 4.25 MILES**

No bids received.

**ROAD No. 1341 — WEAVER STREET, WESTCHESTER COUNTY—
0.35 MILE**

Wm. F. McCabe Const. Co., Inc., White Plains, N. Y.	\$3,720 00
Nash & Griffin, Norwich, N. Y.....	3,921 40

All bids rejected.

**ROAD No. 1309 — PEEKSKILL—PUTNAM COUNTY LINE, WEST-
CHESTER COUNTY — 6.63 MILES**

Wm. J. Kidd, New York City.....	\$66,078 86
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Awarded to Wm. J. Kidd, Completion Contract.

Proposals were received by the State Highway Commission at its office No. 55 Lancaster Street, Albany, N. Y., for the repair of public highways by State Aid, on Wednesday, the 7th day of June, 1916.

REPAIR CONTRACT No. 950 — ROAD NOS. 476 AND 651,
CLINTON COUNTY — 5.81 MILES

Name and address of bidder	Amount
Spellman—Oliver Co., Chateaugay, N. Y.....	\$29,316 55
Keeseville Road Co., Keeseville, N. Y.....	30,389 40
Flood & Van Wirt Co., Hudson Falls, N. Y.....	30,981 75
James Conway, Plattsburgh, N. Y.....	33,661 75

Awarded to Spellman—Oliver Co.

REPAIR CONTRACT No. 945 — ROAD No. 362, FULTON
COUNTY — 0.59 MILE

John P. Dugan & Co., Inc., Amsterdam, N. Y....	\$3,753 65
Clarence Welsh & Co., Gloversville, N. Y.....	3,855 95

All bids rejected.

REPAIR CONTRACT No. 940 — ROAD No. 586, GENESEE
COUNTY — 1.04 MILES

Sweeney & Boland, Rochester, N. Y.....	\$3,638 80
Parker & Carney, Batavia, N. Y.....	3,760 50
F. H. Rhodey, Albion, N. Y.....	3,778 50
Richard Hopkins, Troy, N. Y.....	3,811 00

Awarded to Sweeney & Boland.

REPAIR CONTRACT No. 922 — ROAD NOS. 886, 997, 5491,
GREENE COUNTY — 15.50 MILES

John T. O'Neil, Troy, N. Y.....	\$6,106 46
Richard Hopkins, Troy, N. Y.....	6,304 58
Conway Bros. & Kennedy, Eddyville, N. Y.....	6,504 05
Griffin & Griffin, Norwick, N. Y.....	6,393 64

Awarded to John T. O'Neil.

REPAIR CONTRACT No. 957 — ROAD NOS. 100 and 101, MONROE
COUNTY — 0.84 MILE

Name and address of bidder	Amount
Whitmore-Rauber & Vicinius, Inc., Rochester, N. Y.	\$35,108 00
Schroeder-Hicks Contg. Co., Rochester, N. Y....	35,325 00
Michael H. Ripton, Rochester, N. Y.....	35,350 10
The Sewage Disposal & Water Plant Company, Schenectady, N. Y.....	38,666 98
Chambers & Barnes, Rochester, N. Y.....	38,778 10

Awarded to Whitmore-Rauber & Vicinius, Inc.

REPAIR CONTRACT No. 938 — ROAD No. 399 — MONROE COUNTY
— 1.43 MILES

Crouch Brothers, Rochester, N. Y.....	\$7,847 40
Greece Const. Co., Rochester, N. Y.....	7,998 00
Wm. J. Mulhearn, Lockport, N. Y.....	8,436 10
Schroeder-Hicks Contg. Co., Rochester, N. Y....	8,469 50
Chambers & Barnes, Rochester, N. Y.....	8,564 00
Richard Hopkins, Troy, N. Y.....	9,178 70

Awarded to Crouch Brothers.

REPAIR CONTRACT No. 944 — ROAD No. 107 — MONTGOMERY
COUNTY — 3.64 MILES

Richard Hopkins, Troy, N. Y.....	\$15,415 67
Brady-Oltarsch Const. Co., Inc., New York City..	15,455 51
D. I. Snell & Company, Canajoharie, N. Y.....	15,636 08
Alfred H. Flinn, Albany, N. Y.....	15,983 58
John P. Dugan & Co., Inc., Amsterdam, N. Y....	16,585 17
Dale Engineering Co., Inc., Utica, N. Y.....	17,325 93

Awarded to Richard Hopkins.

REPAIR CONTRACT NO. 942 — ROAD NO. 120 — MONTGOMERY
COUNTY — 4.14 MILES

Name and address of bidder	Amount
H. D. Lavery, Fort Plains, N. Y.....	\$6,606 85
Flood & Van Wirt Co., Hudson Falls, N. Y.....	6,735 25
Richard Hopkins, Troy, N. Y.....	7,229 00
John P. Dugan & Co., Inc., Amsterdam, N. Y....	7,685 00

Awarded to H. D. Lavery.

REPAIR CONTRACT NO. 937 — ROADS 434, 435 AND 547 —
NASSAU COUNTY — 1.27 MILES

No bids received.

REPAIR CONTRACT NO. 943 — ROAD NO. 3 — ONEIDA COUNTY —
1.25 MILES

No bids received.

REPAIR CONTRACT NO. 958 — ROAD NOS. 139 AND 271 —
ONEIDA COUNTY — 4.59 MILES

Richard Hopkins, Troy, N. Y.....	\$24,859 15
Flood & Van Wirt Co., Hudson Falls, N. Y.....	25,171 29
Chas. O. Macomb, Syracuse, N. Y.....	25,265 54
J. H. Weidman, Syracuse, N. Y.....	25,535 40

Awarded to Richard Hopkins.

REPAIR CONTRACT NO. 948 — ROAD NO. 521 — ST. LAWRENCE
COUNTY — 0.60 MILE

Richard Hopkins, Troy, N. Y.....	\$3,000 00
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Awarded to Richard Hopkins.

REPAIR CONTRACT NO. 947 — ROAD NO. 5032 — ST. LAWRENCE
COUNTY — 2.50 MILES

Richard Hopkins, Troy, N. Y.....	\$11,481 10
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All bids rejected.

**REPAIR CONTRACT No. 951 — ROAD No. 5086 — SCHOHARTE
COUNTY — 5.02 MILES**

Name and address of bidder	Amount
Gleason & Davitt, Albany, N. Y.....	\$25,856 50
H. A. Murphy, Albany, N. Y.....	27,217 00
Richard Hopkins, Troy, N. Y.....	27,636 00
C. S. Mathusa, Albany, N. Y.....	28,920 50
Jos. Walker Const. Co., Albany, N. Y.....	29,101 70
George H. McEvoy, Creek Locks, N. Y.....	29,602 50
Flood & Van Wirt, Hudson Falls, N. Y.....	29,670 00
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	30,488 50
Burnham & Rose, Cobleskill, N. Y.....	30,553 50

Awarded to Gleason & Davitt.

**REPAIR CONTRACT No. 955 — ROAD No. 5208 — SCHUYLER
COUNTY — 1.48 MILES**

McGreevey, McGuigan & Baum Const. Co. Elmira, N. Y.....	\$8,502 80
The Steuben Const. Co., Hornell, N. Y.....	9,008 82
Schroeder-Hicks Contg. Co., Rochester, N. Y....	9,427 00
Charles E. Haney, Camillus, N. Y.....	9,870 90
Richard Hopkins, Troy, N. Y.....	10,254 40

Awarded to McGreevey, McGuigan & Baum Const. Co.

**REPAIR CONTRACT No. 936 — ROAD No. 907 — STEUBEN
COUNTY — 4.00 MILES**

McGreevey, McGuigan & Baum Const. Co. Elmira, N. Y.....	20,766 55
Dale Engineering Co., Utica, N. Y.....	21,590 25
Kennedy Const. Co., Albany, N. Y.....	22,111 82
The Steuben Const. Co., Hornell, N. Y.....	22,349 92
Charles E. Haney, Camillus, N. Y.....	22,555 25
T. H. Gill Co., Binghamton, N. Y.....	23,414 25
Schroeder-Hicks Contg. Co., Rochester, N. Y....	24,066 25
Thomas F. Murray, Le Roy, N. Y.....	24,227 62
Richard Hopkins, Troy, N. Y.....	24,777 15
Greenfield Const. Co., Hornell, N. Y.....	26,383 82

Awarded to McGreevey, McGuigan & Baum Const. Co.

REPAIR CONTRACT No. 935 — ROAD NOS. 906 AND 5254 — STEUBEN COUNTY — 2 MILES

Name and address of bidder	Amount
McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y.....	\$11,583 70
Kennedy Const. Co., Albany, N. Y.....	11,905 40
The Steuben Const. Co., Hornell, N. Y.....	12,231 10
Chas. E. Haney, Camillus, N. Y.....	12,643 50
Schroeder-Hicks Contg. Co., Rochester, N. Y....	12,928 00
Sweeney & Boland, Rochester, N. Y.....	13,256 35
Thos. F. Murray, Le Roy, N. Y.....	13,659 50
Richard Hopkins, Troy, N. Y.....	13,900 50
Greenfield Const. Co., Hornell, N. Y.....	14,029 00

Awarded to McGreevey, McGuigan & Baum Const. Co.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., for the repair of the public highways by State aid, on Monday, June 26, 1916.

REPAIR CONTRACT No. 974 — ROAD No. 5010, ALBANY COUNTY — 1.06 MILES

The Sewage Disposal & Water Plant Co., Schenectady, N. Y.....	\$18,542 80
Heisler & Luke J. Devlin, Albany, N. Y.....	18,576 70
Martin Murray & Co., Troy, N. Y.....	21,120 90

Awarded to The Sewage Disposal & Water Plant Co.

REPAIR CONTRACT No. 980 — ROAD No. 367, ALBANY COUNTY — 3.91 MILES

Greece Cons. Co., Rochester, N. Y.....	\$18,978 50
John Doyle, Albany, N. Y.....	19,435 00
George H. McEvoy, Creek Locks, N. Y.....	20,163 50
H. A. Schaupp, Guilderland, N. Y.....	20,983 75

Awarded to Greece Cons. Co.

REPAIR CONTRACT No. 964 — ROAD No. 614, CAYUGA COUNTY —
2.76 MILES

Name and address of bidder	Amount
W. F. Hill & Co., Fulton, N. Y.....	\$17,305 54
Flood & Van Wirt Co., Hudson Falls, N. Y.....	17,754 94
Richard Hopkins, Troy, N. Y.....	18,313 30
Dana W. Robbins, Inc., New York City.....	19,556 14

Awarded to W. F. Hill Co.

REPAIR CONTRACT No. 982 — ROAD No. 591, CAYUGA COUNTY—
3.29 MILES

Flood & Van Wirt Co., Hudson Falls, N. Y.....	\$19,458 00
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Awarded to Flood & Van Wirt Co.

REPAIR CONTRACT No. 962 — ROAD No. 380, CORTLAND COUNTY
— 7.11 MILES

Charles E. Haney, Camillus, N. Y.....	\$29,241 75
McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.	31,905 25
John R. Burchill, Syracuse, N. Y.....	32,764 00
John H. Weidman, Syracuse, N. Y.....	33,761 25
Flood & Van Wirt Co., Hudson Falls, N. Y....	34,584 00
W. F. Hill & Company, Fulton, N. Y.....	34,597 50
James Rossney, Buffalo, N. Y.....	34,993 00
Thomas Grady, Rochester, N. Y.....	35,181 25
The Lane Cons. Corp., Meriden, Conn.....	35,341 50
Charles O. McComb, Syracuse, N. Y.....	35,655 50
Sullivan Cons. Co., Syracuse, N. Y.....	36,435 00
Richard Hopkins, Troy, N. Y.....	36,092 00

All bids rejected.

REPAIR CONTRACT NO. 963 — ROAD NO. 535, CORTLAND COUNTY
— 2.70 MILES

Name and address of bidder	Amount
Rowland E. Wright, Cortland, N. Y.....	\$12,672 25
McGreevey, McGuigan & Baum Cons. Company, Elmira, N. Y.....	12,692 50
Charles E. Haney, Camillus, N. Y.....	13,071 00
Flood & Van Wirt Co., Hudson Falls, N. Y.....	13,123 00
James Rossney, Buffalo, N. Y.....	13,450 50
Thos. Grady, Rochester, N. Y.....	13,649 00
Richard Hopkins, Troy, N. Y.....	14,126 50

Awarded to Rowland E. Wright.

REPAIR CONTRACT NO. 959 — ROAD NO. 36, DELAWARE COUNTY
— 1.57 MILES

No bids received.

REPAIR CONTRACT NO. 984 — ROAD NOS. 744, 5500, ESSEX
COUNTY — 10.93 MILES

Kellogg Boynton, Keeseville, N. Y.....	\$3,587 90
The Defiance Corporation, Ticonderoga, N. Y.....	3,883 86

Awarded to Kellogg Boynton.

REPAIR CONTRACT NO. 970 — ROAD NO. 462, HERKIMER
COUNTY — 9.91 MILES

Phelan & Sullivan, Utica, N. Y.....	\$49,086 80
J. L. Richmond, Hinkley, N. Y.....	49,932 49
Spellman-Oliver Company, Chateaugay, N. Y.....	49,942 62
Sullivan Cons. Co., Syracuse, N. Y.....	51,369 24
J. H. Weidman, Syracuse, N. Y.....	52,143 80
Richard Hopkins, Troy, N. Y.....	53,439 80
Flood & Van Wirt Co., Hudson Falls, N. Y.....	53,881 55

Awarded to Phelan & Sullivan.

**REPAIR CONTRACT No. 960 — ROAD No. 5302, LIVINGSTON
COUNTY — 0.57 MILE**

Name and address of bidder	Amount
Schroeder-Hicks Contg. Co., Rochester, N. Y.	\$4,804 50
McCarthy & Wall, Mt. Morris, N. Y.	4,992 00

Awarded to Schroeder-Hicks Contg. Co.

**REPAIR CONTRACT No. 973 — ROAD No. 304, MONTGOMERY
COUNTY — 5.63 MILES**

Withdrawn.

**REPAIR CONTRACT No. 978 — ROAD No. 345, MONTGOMERY
COUNTY — 4.66 MILES.**

H. A. Murphy, Albany, N. Y.	10,099 00
P. F. Herlihy, Glens Falls, N. Y.	10,332 87
D. I. Snell Co., Canajoharie, N. Y.	10,884 75
Richard Hopkins, Troy, N. Y.	11,412 00

Awarded to H. A. Murphy.

**REPAIR CONTRACT No. 967 — ROAD No. 729, NIAGARA COUNTY
— 3.19 MILES**

Chas. E. Haney, Camillus, N. Y.	\$16,159 00
Cold Spring Cons. Co., Buffalo, N. Y.	18,364 50
Greece Cons. Co., Rochester, N. Y.	18,927 00
Bison City Eng. & Contg. Co., Buffalo, N. Y.	19,163 00

Awarded to Charles E. Haney.

**REPAIR CONTRACT No. 975 — ROAD No. 250, ONEIDA COUNTY —
4.74 MILES**

Harry W. Roberts & Co., Utica, N. Y.	\$35,966 95
Federal Asphalt Corp., New York City.	43,273 70
Chas. O. McComb, Syracuse, N. Y.	43,882 60

Awarded to Harry W. Roberts & Co.

REPAIR CONTRACT NO. 968 — ROAD NO. 5274, ONONDAGA
COUNTY — 0.88 MILE

Name and address of bidder	Amount
Dana W. Robbins, Inc., New York City.....	\$8,350 50

Awarded to Dana W. Robbins, Inc.

REPAIR CONTRACT NO. 965 — ROAD NOS. 330-1070, ONONDAGA
COUNTY — 3.70 MILES

John R. Burchill, Syracuse, N. Y.....	\$16,753 50
Dale Eng. Co., Utica, N. Y.....	17,821 50
Lane Cons. Corp., Meriden, Conn.....	17,981 60

Awarded to John R. Burchill.

REPAIR CONTRACT NO. 966 — ROAD NO. 672, ONONDAGA COUNTY
— 3.30 MILES

Chas. E. Haney, Camillus, N. Y.....	\$13,102 20
John R. Burchill, Syracuse, N. Y.....	14,763 85
Guy B. Dickison, Syracuse, N. Y.....	15,186 70
Phelan & Sullivan, Utica, N. Y.....	15,229 40
John H. Weidman, Syracuse, N. Y.....	15,470 31
Sullivan Cons. Co., Syracuse, N. Y.....	15,659 00

Awarded to Chas. E. Haney.

REPAIR CONTRACT NO. 961 — ROAD NO. 5274, ONONDAGA
COUNTY — 6.24 MILES

John R. Burchill, Syracuse, N. Y.....	\$9,308 02
Dana W. Robbins, Inc., New York City.....	9,445 98
J. H. Weidman, Syracuse, N. Y.....	9,805 44
Richard Hopkins, Troy, N. Y.....	9,859 94
Guy B. Dickison, Syracuse, N. Y.....	10,268 37

Awarded to John R. Burchill.

REPAIR CONTRACT No. 979 — ROAD No. 5365, ONONDAGA
COUNTY — 0.60 MILE

Name and address of bidder	Amount
Mondo Cons. Co., Inc., Syracuse, N. Y.....	\$15,952 75
Guy B. Dickison, Syracuse, N. Y.....	15,959 85

Awarded to Mondo Cons. Co., Inc.

REPAIR CONTRACT No. 976 — ROAD No. 5249, ONONDAGA
COUNTY — 4.84 MILES

Harry W. Roberts & Co., Utica, N. Y.....	\$38,267 94
The Lane Cons. Corp., Meriden, Conn.....	42,028 74
Wm. P. McDonald Cons. Co., Mt. Vernon, N. Y.	45,064 57
Warner-Quiland Cons. Co., Syracuse, N. Y.....	45,755 36
Guy B. Dickison, Syracuse, N. Y.....	47,272 92
Union Paving Company, Schenectady, N. Y....	47,521 94
Federal Asphalt Corp., New York City.....	47,625 36

Awarded to Harry W. Roberts & Co.

REPAIR CONTRACT No. 870 — ROAD No. 287, RENSSELAER
COUNTY — 4.34 MILES.

John B. Dower, Ballston Spa, N. Y.....	\$33,665 00
C. S. Mathusa, Albany, N. Y.....	34,825 00
Thos. H. Karr, Troy, N. Y.....	40,285 00

Awarded to John B. Dower.

REPAIR CONTRACT No. 981 — ROAD No. 201, RENSSELAER
COUNTY — 3.11 MILES

Gifford Cons. Co., Jamaica, N. Y.....	\$12,845 07
Flood & Van Wirt Co., Hudson Falls, N. Y.....	13,355 46
Thos. H. Karr, Troy, N. Y.....	14,724 85

Awarded to Gifford Cons. Co.

REPAIR CONTRACT NO. 977 — ROAD NO. 700, SULLIVAN COUNTY
— 2.65 MILES

Name and address of bidder	Amount
Jackson Bros., Cuddebackville, N. Y.....	\$14,963 50
George H. McEvoy, Creek Locks, N. Y.....	15,967 00
Nathan E. Young, Cooks Falls, N. Y.....	16,593 00

Awarded to Jackson Bros.

REPAIR CONTRACT NO. 971 — ROAD NOS. 20, 35, 51, 865, 1015,
WESTCHESTER COUNTY — 15.13 MILES

H. A. Murphy, Albany, N. Y.....	\$23,429 03
Richard Hopkins, Troy, N. Y.....	23,647 97

Awarded to H. A. Murphy.

And also for the following Broken Stone Contract No. 70, Essex
County:

Awarded to John Anderson, Jr., Newcomb, N. Y.	\$10,320 00
Broken stone screenings.....	\$1 94
Broken stone No. 1.....	4 25
Broken stone No. 2.....	4 25

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Monday, the 26th day of June 1916, for the improvement of public highways by State aid.

ROAD NO. 1098 — EAGLE BAY—SIXTH LAKE, HAMILTON COUNTY
— 4.22 MILES

No bids received.

ROAD NO. 1302 — MORRIS—ONEONTA, OTSEGO COUNTY — 12.66
MILES

Frank D. Van Horn, New York City.....	\$116,745 12
J. L. Richmond, Hinkley, N. Y.....	147,300 00
Fulton Eng. Company, Inc., Albany, N. Y.....	148,952 90

Awarded to F. D. Van Horn.

**ROAD No. 976 — JAVA VILLAGE—WALES, WYOMING Co.—3.52
MILES**

Name and address of bidder	Amount
Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y.	\$30,347 75
F. J. Mumm Contg. Co., Inc., Buffalo, N. Y.....	36,078 40

Awarded to Bison City Eng. & Contg. Co., Inc.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Monday, the 10th day of July, 1916, for the construction of public highways by State aid.

**ROAD No. 948-A — VOORHEESVILLE—NEW SALEM, ALBANY
COUNTY — 0.17 MILE**

Burham & Rose, Albany, N. Y.....	\$2,212 25
C. S. Mathusa, Albany, N. Y.....	2,332 50

Awarded to Burham & Rose.

**ROAD No. 1371 — WATERVLIET—COHOS, ALBANY COUNTY —
0.88 MILE**

The Sewage Disposal & Water Plant Company, Schenectady, N. Y.....	\$26,560 00
A. Hisler & L. J. Devlin, Albany, N. Y.....	26,878 60
Falkill Const. Co., Poughkeepsie, N. Y.....	27,311 00
La Porte & Ball, Mechanicville, N. Y.....	27,515 50

Awarded to The Sewage Disposal & Water Plant Company.

**ROAD No. 5607 — FRANKLINVILLE—MACHIAS, CATTARAGUS
COUNTY — 4.73 MILES**

No proposals received.

**ROAD No. 5610 — MONTEZUMA—PORT BYRON, CAYUGA COUNTY
— 4.39 MILES**

Sullivan Cons. Co., Syracuse, N. Y.....	\$66,325 00
Guy B. Dickison, Syracuse, N. Y.....	74,630 35

Awarded to Sullivan Cons. Co.

ROAD No. 1027 — FRENCH CREEK—FINDLEY LAKE, CHAUTAUGA
COUNTY — 4.33 MILES

Name and address of bidder	Amount
Town of Mina, Findley Lake, N. Y.....	\$61,472 60
Elmer M. Love & Son, Corry, Pa.....	65,072 80
J. A. Hughes & Co., Jamestown, N. Y.....	70,583 20

Awarded to Town of Mina.

ROAD No. 1378 — ELMIRA—NORTH ELMIRA, CHEMUNG COUNTY
—4.14 MILES

Peter F. Connolly Co., Horseheads, N. Y.....	\$99,255 00
Bradley & McGreevey, Elmira, N. Y.....	102,239 40
Sullivan Cons. Co., Syracuse, N. Y.....	102,626 00
Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y.	103,592 00

Awarded to Peter F. Connolly Co.

ROAD No. 1394 — NORWICH—SOUTH NEW BERLIN, PT. 2, SOUTH
NEW BERLIN—NEW BERLIN, PT. 1, CHENANGO COUNTY — 7.09
MILES

Paddelford & King, Sherburne, N. Y.....	\$90,429 50
E. P. Abrogast, Stroudsburg, Pa.....	92,219 50
Newport Construction Company, Herkimer, N. Y.	96,945 00

Awarded to Paddelford & King.

ROAD No. 1398 — MOFFITTSVILLE—FRANKLIN COUNTY LINE,
CLINTON COUNTY — 10.46 MILES

Richard Hopkins, Troy, N. Y.....	\$111,888 00
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Awarded to Richard Hopkins.

ROAD No. 1412 — WAPPINGER FALLS VILLAGE; SOUTH AVENUE,
DUTCHESS COUNTY — 0.56 MILE

Fallkill Cons. Co., Poughkeepsie, N. Y.....	\$8,071 50
Jos. Heisler & Frabi Gullotte, Schenectady, N. Y..	8,116 50

Awarded to Falkill Cons. Co.

ROAD NO. 1410 — WESTPORT VILLAGE; MAIN STREET, ESSEX
COUNTY — 1.76 MILES

Name and address of bidder	Amount
Bluff Point Stone Co., Plattsburgh, N. Y.....	24,137 25

Awarded to Bluff Point Stone Co., contractor reduced to amount of engineers estimate.

ROAD NO. 620 — EPHRATAH—KECKS CENTER, PT. 1, FULTON CO.
— 5.13 MILES

Brady-Oltarsch Co. Inc., New York City.....	\$49,044 01
Eastover Const. Co., Inc., Utica, N. Y.....	65,987 50

Awarded to Brady-Oltarsch Co., Inc.

ROAD NO. 1365 — GREENVILLE—COXSACKIE, PT. 3, GREENE
COUNTY — 2.39 MILES

George H. McEvoy, Creek Locks, N. Y.....	\$26,620 00
Jos. Walker Cons. Co., Albany, N. Y.....	28,266 50
Albany Cons. Co., Albany, N. Y.....	30,520 50

Awarded to George H. McEvoy.

ROAD NO. 1346 — FRANKFORT—GULPH, HERKIMER COUNTY —
5.10 MILES

Dale Eng. Co., Utica, N. Y.....	\$66,449 50
C. W. Tryon, Poland, N. Y.....	66,997 00
Albany Const. Co., Albany, N. Y.....	69,604 00
Eastover Const. Co., Inc., Utica, N. Y.....	93,449 00

Awarded to Dale Eng. Co.

ROAD NO. 1360 — MUNNSVILLE—PRATTS HOLLOW—PINE WOODS,
MADISON COUNTY — 6.54 MILES

C. W. Tryon, Poland, N. Y.....	\$64,672 75
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Awarded to C. W. Tryon.

**ROAD No. 1390 — CHILI-COLDWATER, MONROE COUNTY — 2.92
MILES**

Name and address of bidder	Amount
Roco Co., Inc., Rochester, N. Y.....	\$36,955 00
Thomas Grady, Rochester, N. Y.....	39,939 00
Peter F. Connolly, Horseheads, N. Y.....	41,766 00

Awarded to Roco Co., Inc.

**ROAD No. 1342 — ROSLYN-PORT WASHINGTON, NASSAU COUNTY
— 5.24 MILES**

Thomas O'Hern & Co., Yonkers, N. Y.....	\$84,480 20
Rosenthal Contracting Co., Inc., Brooklyn, N. Y..	90,556 50
Ulrich & Persicano, Brooklyn, N. Y.....	91,727 25
Leo E. Kelly, Brooklyn, N. Y.....	95,715 50
Gifford Const. Co., Jamaica, N. Y.....	98,869 75

Awarded to Thomas O'Hern & Co.

**ROAD No. 1355 — NORTH WESTERN-BOONVILLE, PART 1,
ONEIDA COUNTY — 6.15 MILES**

Albany Const. Co., Albany, N. Y.....	\$76,252 00
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All bids rejected.

**ROAD No. 1408 — THREE MILE POINT-SPRINGFIELD CENTER-
WARREN, OTSEGO COUNTY — 8.13 MILES**

D. I. Snell & Co., Canajoharie, N. Y.....	\$88,569 25
J. L. Richmond, Hinkley, N. Y.....	99,426 50
Albany Const. Co., Albany, N. Y.....	94,763 50
Newport Const. Co., Herkimer, N. Y.....	101,372 00

All bids rejected.

**ROAD No. 1117 — REXFORD FLATS-WAIT CORNERS-GROOM
CORNERS, SARATOGA COUNTY — 6.10 MILES**

W. G. Fox, Saratoga, N. Y.....	\$79,304 50
Albany Const. Co., Albany, N. Y.....	79,317 75
John B. Dower Const. Co., Ballston Spa, N. Y....	86,600 25

Awarded to W. G. Fox.

**ROAD No. 1406 — MARION—WILLIAMSON, PART 2, WAYNE
COUNTY — 3.67 MILES**

Name and address of bidder	Amount
Hendrickson-McCabe Const. Co., Inc., Syracuse, N. Y.	35,000 25
Thomas Grady, Rochester, N. Y.	35,953 50
Dale Eng. Co., Utica, N. Y.	35,959 00
Chambers & Barnes, Rochester, N. Y.	36,169 50
The Lane Const. Co., Meriden, Conn.	36,460 75

Awarded to Hendrickson-McCabe Const. Co., Inc.

**ROAD No. 1370 — HARTS CORNER—WHITE PLAINS, WESTCHESTER
COUNTY — 1.74 MILES**

Harlem Contg. Co., New York City.	\$50,959 20
Brady-Oltarsch Const. Co., New York City.	50,971 00

All bids rejected.

Sealed proposals were also received by the State Highway Commission at its office, No. 55 Lancaster street, on Monday, the 10th day of July, 1916, for the repair of the following highways:

**REPAIR CONTRACT No. 992 — ROAD NOS 523 AND 524 — ERIE
COUNTY — 9.40 MILES**

No proposals received.

**REPAIR CONTRACT No. 945 — ROAD No. 362 — FULTON COUNTY
— 0.59 MILE**

Burnham & Rose, Albany, N. Y.	\$3,814 80
Clarence E. Welsh & Co., Gloversville, N. Y.	3,838 00
John P. Dugan Co., Inc., Amsterdam, N. Y.	3,842 05

Awarded to Burnham & Rose.

**REPAIR CONTRACT No. 845 — ROAD No. 436 — NASSAU COUNTY
— 2.50 MILES**

No proposals received.

REPAIR CONTRACT No. 947 — ROAD No. 5032 — ST. LAWRENCE
COUNTY — 2.50 MILES

Name and address of bidder	Amount
Richard Hopkins, Troy, N. Y.....	\$11,995 70
Herbert W. Fearl, Potsdam, N. Y.....	12,009 00

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 985 — ROAD No. 118 — ULSTER COUNTY
— 0.83 MILE

Joseph Walker Const. Co., Albany, N. Y.....	\$5,659 50
Bohl & Goetz, Albany, N. Y.....	5,680 75
George F. McEvoy, Creek Locks, N. Y.....	5,769 50

Awarded to Joseph Walker Const. Co.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Wednesday, the 12th day of July, 1916, for the construction of public highways by State Aid.

ROAD No. 1372 — OSBORN CORNER—SCHENECTADY COUNTY
LINE, ALBANY COUNTY — 3.23 MILES

S. B. Van Wagenen, Inc., Rondout, N. Y.....	\$48,938 75
The Lane Const. Corp., Meriden, Conn.....	49,831 25
Albany Const. Co., Albany, N. Y.....	53,449 00

Awarded to S. B. Van Wagenen, Inc.

ROAD No. 1404 — NORMANSVILLE—SOUTH WESTERLO, ALBANY
COUNTY — 5.62 MILES

The Lane Const. Corp., Meriden, Conn.....	\$65,594 00
Albany Const. Co., Albany, N. Y.....	69,512 50

Awarded to The Lane Const. Corp.

ROAD No. 5608 — MACHIAS-DELEVAN, PART 1, CATTARAUGUS
COUNTY — 2.17 MILES

Name and address of bidder	Amount
Frank L. Cohen, Buffalo, N. Y.....	\$31,522 00

All bids rejected.

ROAD No. 5609 — PORT BYRON-WEEDSPORT, CAYUGA COUNTY —
3.89 MILES

Charles O. McComb, Syracuse, N. Y.....	\$49,578 50
John R. Burchill, Syracuse, N. Y.....	52,187 00

Awarded to Charles O. McComb.

ROAD No. 1379 — JAMESTOWN CITY: FOOTE AVENUE, CHAUTAU-
QUA COUNTY — 0.74 MILE

George L. Mallity, Jamestown, N. Y.....	\$37,721 50
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All bids rejected.

ROAD No. 1395 — EAST GUILFORD-ROCKDALE, CHENANGO
COUNTY — 2.91 MILES

E. P. Arbogast, Stroudsburg, Pa.....	\$30,065 00
Alfred H. Flynn, Albany, N. Y.....	30,248 00
Newport Const. Co., Herkimer, N. Y.....	30,270 00

Awarded to E. P. Arbogast.

ROAD No. 1411 — WADHAMS MILLS-WHALLONSBURG, ESSEX
COUNTY — 4.95 MILES

No bids received.

ROAD No. 621 — ST. JOHNSVILLE-OPPENHEIM, PART 2, FULTON
COUNTY — 2.90 MILES

D. L. Snell, Canajoharie, N. Y.....	\$32,267 50
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All bids rejected.

ROAD No. 1275 — JOHNSTOWN CITY: EAST AVENUE, FULTON
COUNTY — 1.10 MILES

Name and address of bidder	Amount
Brady-Oltarsh Const. Co., Inc., New York City..	\$13,796 01
The Lane Const. Corp., Meriden, Conn.....	14,012 00
John P. Dugan Co., Inc., Amsterdam, N. Y.....	14,054 50
Albert M Banher, Gloversville, N. Y.....	14,431 50
Clarence Welch Co., Gloversville, N. Y.....	14,501 80

Awarded to Brady-Oltarsh Const. Co., Inc.

ROAD No. 1402 — ALABAMA-BATAVIA, PART 2, GENESEE COUNTY
— 7.60 MILES

Cold Spring Const. Co., Buffalo, N. Y.....	\$75,837 00
Lewis H. Brotsch, Rochester, N. Y.....	76,000 00
Frank J. Foote, Nunda, N. Y.....	79,151 00
Barker & Carney, Batavia, N. Y.....	79,692 50
J. L. Richmond, Hinkley, N. Y.....	86,411 00
Chambers & Barnes, Rochester, N. Y.....	88,410 50

Awarded to Cold Spring Const. Co.

ROAD No. 1361 — ONEIDA LAKE-SOUTH BAY AND ONEIDA-SOUTH
BAY, PART 2, MADISON COUNTY — 5.56 MILES

John R. Burchill, Syracuse, N. Y.....	\$54,922 95
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Awarded to John R. Burchill.

ROAD No. 1391 — SWEDEN-WALKER, MONROE COUNTY — 7.93
MILES

Wm. H. Madden, Rochester, N. Y.....	\$66,373 00
Newport Const. Co., Herkimer, N. Y.....	69,956 00
F. H. Rhodey, Albion, N. Y.....	71,088 00
Frank J. Foote, Nunda, N. Y.....	71,900 00
Hendrickson-McCabe Const. Co., Inc., Syracuse, N. Y.	73,753 50
J. L. Richmond, Hinkley, N. Y.....	81,603 50

Awarded to Wm. H. Madden.

**ROAD No. 1343. — WESTBURY-HICKSVILLE, NASSAU COUNTY —
3.09 MILES**

Name and address of bidder	Amount
Rush Contg. Co., New York City.....	\$34,192 50
Heling Brothers, Lindenhurst, L. I.....	34,900 50
E. T. Eggleston, Yonkers, N. Y.....	36,449 00
Gifford Const. Co., Jamaica, N. Y.....	35,852 50
Ulrich & Peraciano, Brooklyn, N. Y.....	42,923 50

Awarded to Rush Contg. Co.

**ROAD No. 1356 — NORTH WESTERN-BOONVILLE, PART 2, ONEIDA
COUNTY — 5.74 MILES**

Albany Const. Co., Albany, N. Y.....	\$69,732 00
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All bids rejected.

**ROAD No. 5408 — FULTON CITY: EAST FIRST STREET, OSWEGO
COUNTY — 0.36 MILE**

Pathfinder Const. Co., Inc., Fulton, N. Y.....	\$17,663 00
Samuel Bonn, Syracuse, N. Y.....	18,869 45

Awarded to Pathfinder Const. Co., Inc.

**ROAD No. 1387 — CANTON VILLAGE: WEST MAIN STREET, ST.
LAWRENCE COUNTY — 0.44 MILE**

Arthur F. McConville, Ogdensburg, N. Y.....	\$5,547 90
Rock & Griffin Co., Watertown, N. Y.....	5,908 05

Awarded to Arthur F. McConville.

**ROAD No. 1389 — GOUVERNEUR-EDWARDS, PART 2, ST. LAW-
RENCE COUNTY — 4.60 MILES**

No proposals received.

ROAD No. 5611 — COHOCTON-MAPLES, PART 1, STEUBEN COUNTY
— 5.76 MILES

Name and address of bidder	Amount
Steuben Const. Co., Hornell, N. Y.....	\$53,242 20
Atlanta Const. Co., Atlanta, N. Y.....	54,272 00
Dale Eng. Co., Utica, N. Y.....	59,092 10
Frank J. Foote, Nunda, N. Y.....	60,109 50

Awarded to Steuben Const. Co.

ROAD No. 1407 — NEWARK-SODUS, PART 1, WAYNE COUNTY —
3.97 MILES

Dana W. Robbins, Inc., New York City.....	\$31,350 00
Wm. J. Swartz, Newark, N. Y.....	31,511 25
Chambers & Barnes, Rochester, N. Y.....	33,440 00
Semper Brothers, Watertown, N. Y.....	34,174 90
Hendrickson-McCabe Const. Co., Inc., Syracuse, N. Y.....	34,189 50

Awarded to Dana W. Robbins, Inc.

ROAD No. 1058 — WOLCOTT-SAVANNAH, PART 3, WAYNE
COUNTY — 2.25 MILES

Steuben Const. Co., Hornell, N. Y.....	\$14,960 10
Hendrickson-McCabe Const. Co., Inc., Syracuse, N. Y.....	16,188 30
Unsigned	16,837 80
Dana W. Robbins, Inc., New York City.....	19,799 50

Awarded to Steuben Const. Co.

Proposals were also received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Wednesday, the 12th day of July, 1916, for the repair of the following:

REPAIR CONTRACT No. 986 — ROAD No. 537 — DUTCHESS
COUNTY — 1.19 MILES

No proposals received.

REPAIR CONTRACT No. 969 — ROAD NOS. 23, 129 — ERIE
COUNTY — 2.48 MILES

Name and address of bidder	Amount
Frank L. Cohen, Buffalo, N. Y.	\$26,595 00
Carlisle O. Landel, Tonawanda, N. Y.	29,654 50

Awarded to Frank L. Cohen.

REPAIR CONTRACT No. 987 — ROAD No. 253 — MONROE COUNTY
— 0.79 MILE

Whitmore-Rauber-Vicinius, Inc., Rochester, N. Y.	\$25,917 50
Roco Co., Inc., Rochester, N. Y.	26,432 00
Peter F. Connolly Co., Horseheads, N. Y.	26,768 50

Awarded to Whitmore-Rauber-Vicinius, Inc.

REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY
— 2.22 MILES

No proposals received.

REPAIR CONTRACT No. 988 — ROAD No. 657 — WESTCHESTER
COUNTY — 5.08 MILES

Samuel Beskin, Beacon, N. Y.	\$55,059 80
Harper & Higginson, Inc., Newburgh, N. Y.	56,671 80
H. B. Sproul Const. Co., Inc., Peekskill, N. Y.	62,144 00

Awarded to Samuel Beskin.

Sealed proposals were received by the State Commission of Highways at its office, No. 55 Lancaster street, Albany, N. Y., for construction of public highways by State Aid, on Friday, the 14th day of July, 1916.

ROAD No. 1405 — THOMPSON LAKE—VAN AUKEN CORNER,
ALBANY COUNTY — 2.93 MILES

C. S. Mathusa, Albany, N. Y.	\$35,875 25
Albany Cons. Co., Albany N. Y.	36,182 75
D. I. Snell & Co., Canajoharie, N. Y.	38,283 75
The Lane Cons. Corp., Meriden, Conn.	40,222 50

Awarded to C. S. Mathusa.

ROAD No. 1380 — JAMESTOWN—ASHVILLE, CHAUTAUQUA COUNTY
— 5.65 MILES

Name and address of bidder	Amount
Fulton Eng. Co., Inc., Walton, N. Y.....	\$123,132 30
George L. Maltby, Jamestown, N. Y.....	133,618 50
J. A. Hughes & Co., Jamestown, N. Y.....	134,096 10

Awarded to Fulton Eng. Co., Inc.

ROAD No. 1381 — FREDONIA—SOUTH DAYTON, PART 3, CHAU-
TAUQUA COUNTY — 3.90 MILES

No proposals received.

ROAD No. 1156 — OXFORD VILLAGE, CHENANGO COUNTY — 0.82
MILE

A. B. Haight, Oxford, N. Y.....	\$15,414 25
Frank A. Bushley, Norwich, N. Y.....	16,587 25
Nash & Griffin, Norwich, N. Y.....	16,945 60
Newport Cons. Co., Herkimer, N. Y.....	18,536 50

Awarded to A. B. Haight.

ROAD No. 1376 — BULL RUN—BLEECKER, FULTON COUNTY —
2.80 MILES

Eastover Cons. Co., Inc., Utica, N. Y.....	\$45,834 10
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All bids rejected.

ROAD No. 1377 — GLOVERSVILLE—WEST PERTH, FULTON COUNTY
— 3.74 MILES

Eastover Cons. Co., Utica, N. Y.....	\$40,608 90
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All bids rejected.

**ROAD No. 1408 — ALABAMA-BATAVIA, PART 1, GENESEE
COUNTY — 7.94 MILES**

Name and address of bidder	Amount
Michael H. Ripton, Rochester, N. Y.....	\$90,091 50
Cold Springs Cons. Co., Buffalo, N. Y.....	91,801 00
L. H. Brotsch, Rochester, N. Y.....	92,861 00
Frank J. Foote, Nunda, N. Y.....	94,765 00
F. H. Rhodey, Albion, N. Y.....	98,286 50

Awarded to Michael H. Ripton.

**ROAD No. 1363 — PAINES HOLLOW-STONE HOUSE, HERKIMER
COUNTY — 5.67 MILES**

Albany Cons. Co., Albany, N. Y.....	\$56,909 25
Newport Cons. Co., Herkimer, N. Y.....	68,363 00

All bids rejected.

**ROAD No. 1374 — ONEIDA CITY-WILLIAM STREET, MADISON
COUNTY — 0.91 MILE**

Joseph Walker Cons. Co., Albany, N. Y.....	\$11,217 50
Fort Schuyler Cons. Co., Inc., Utica, N. Y.....	12,258 00
H. A. Schaupp, Guilderland, N. Y.....	12,358 10

Awarded to Joseph Walker Cons. Co.

**ROAD No. 1392 — RUSH-MENDON, PART 1, MONROE COUNTY —
3.69 MILES**

Chambers & Barnes, Rochester, N. Y.....	\$35,844 00
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All bids rejected.

**ROAD No. 1393 — SCOTTSVILLE-RUSH, MONROE COUNTY — 5.27
MILES**

L. H. Brotsch, Rochester, N. Y.....	\$62,500 00
Frank J. Foote, Nunda, N. Y.....	63,984 00

Awarded to L. H. Brotsch.

ROAD No. 1344 — GREEN CORNER—FRANCIS POND, NASSAU
COUNTY — 3.38 MILES

No proposals received.

ROAD No. 773 — WENDELVILLE—LOCKPORT, PART, 2, NIATARA
COUNTY — 2.38 MILES

No proposals received.

ROAD No. 1354 — SYRACUSE—OTISCO, PART 1, ONONDAGA
COUNTY — 5.55 MILES

Name and address of bidder	Amount
Warner-Quinlan Asphalt Co., Syracuse, N. Y.	\$65,602 50
Frank Malone, Syracuse, N. Y.	66,890 00
Mondo Cons. Co., Inc., Syracuse, N. Y.	67,680 00
Guy B. Dickson, Syracuse, N. Y.	68,745 25

Awarded to Frank Malone.

ROAD No. 1413 — HASTINGS PARISH, OSWEGO COUNTY — 2.04
MILES

Edwin Styring, Theresa, N. Y.	\$23,155 25
Spellman-Oliver Company, Chautauqua, N. Y. ..	24,270 35
Samuel Bonn, Syracuse, N. Y.	24,286 90
The Lane Cons. Corp, Meriden, Conn.	28,277 50

Awarded to Edwin Styring.

ROAD No. 1409 — RICHFIELD SPGS—WINFIELD, PT. 1 AND 2,
OTSEGO COUNTY — 7.87 MILES

J. L. Richmond, Hinkley, N. Y.	\$124,673 00
Albany Cons. Co., Albany, N. Y.	131,903 00
The Lane Cons. Corp., Meriden, Conn.	132,445 00

Awarded to J. L. Richmond.

ROAD No. 1388 — DEPEYSTER—OGDENSBURG — ST. LAWRENCE
COUNTY — 11.16 MILES

Name and address of bidder	Amount
Spellman-Oliver Cons. Co., Chateaugay, N. Y...	\$99,239 00
Arthur F. McConville, Ogdensburg, N. Y.....	106,940 06
J. L. Richmond, Hinckley, N. Y.....	107,745 40
Patrick J. Kennedy, Utica, N. Y.....	109,197 50

Awarded to Spellman-Oliver Cons. Co.

ROAD No. 5612 — WADDINGTON MASSENA, PART 1, ST. LAW-
RENCE Co.,—9.12 MILES

Mecca Cons. Co., Inc., Morristown, N. Y.....	144,783 78
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All bids rejected.

ROAD No. 1373 — HURLEY—KINGSTON, ULSTER COUNTY — 2.73
MILES

Philip Kramer, Paterson, N. J.....	\$39,651 20
Fallkill Cons. Co., Poughkeepsie, N. Y.....	41,996 25
Harper & Higginson, Inc., Newburgh, N. Y.....	51,415 75

Awarded to Philip Kramer.

ROAD No. 1059 — CLYDE—RESORT, PART 3, WAYNE COUNTY —
1.88 MILES

Chamers & Barnes, Rochester, N. Y.....	\$15,128 00
Hendrickson-McCabe Cons. Co., Inc., Syracuse, N. Y.....	15,707 50

All bids rejected.

ROAD No. 1060 — LYONS—SODUS POINT, PARTS 2 AND 3,
WAYNE COUNTY — 6.41 MILES

Thomas Grady, Rochester, N. Y.....	\$56,987 50
Frank J. Foote, Nunda, N. Y.....	60,499 50
Frank Malone, Syracuse, N. Y.....	60,825 00

Name and address of bidder	Amount
The Lane Cons. Corp., Meriden, Conn.....	\$62,096 50
Chambers & Barnes, Rochester, N. Y.....	63,885 75
Hendrickson-McCabe Cons. Co., Inc., Syracuse, N. Y.....	69,230 00

Awarded to Thomas Grady.

ROAD NO. 5606 — TUCKAHOE-WHITE PLAINS, PART 2, WEST-
CHESTER COUNTY — 2.74 MILES

No proposals received.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., for the repair of public highways by State Aid on Friday, the 14th day of July, 1916.

REPAIR CONTRACT NO. 991 — ROAD NO. 5137, CATTARAGUS
COUNTY — 8.83 MILES

P. H. Murray, Rochester, N. Y.....	\$29,657 55
McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.....	30,025 55
Flood & Van Wirt Co., Hudson Falls, N. Y.....	31,379 30

Awarded to P. H. Murray.

REPAIR CONTRACT NO. 941 — ROAD NO. 982, DELAWARE COUNTY
— 5.77 MILES

No proposals received.

REPAIR CONTRACT NO. 989 — ROAD NO. 529, ERIE COUNTY —
3.55 MILES

Thos. F. Murray, Leroy, N. Y.....	\$23,559 50
Flood & Van Wirt Co., Hudson Falls, N. Y.....	25,315 00

Awarded to Thos. F. Murray.

REPAIR CONTRACT No. 937 — ROAD NOS. 434 435, 547, NASSAU
COUNTY — 1.27 MILES

No proposals received.

Sealed proposals were received by the State Commission of Highways at its office, No. 55 Lancaster street, Albany, N. Y., for the completion of public highways by State Aid on Monday, the 7th day of August, 1916.

ROAD No. 5155 — ALBANY GUILDERLAND, ALBANY COUNTY —
5.37 MILES

Name and address of bidder	Amount
S. B. Van Wagenen, Inc., Roundout, N. Y.....	\$11,935 75
Greece Cons. Co., Rochester, N. Y.....	11,947 50
Langan Cons. Corp., Albany, N. Y.....	12,900 00
W. L. Lawton, Glens Falls, N. Y.....	13,135 00

Awarded to S. B. Van Wagenen, Inc.

ROAD No. 1054 — ALDEN-DARTEN CENTER, GENESSEE COUNTY
3.88 MILES

Frank D. Van Horn, New York City.....	\$20,274 75
E. H. Brown, Hempstead, N. Y.....	20,568 60

Awarded to Frank D. Van Horn.

ROAD No. 5582 — LEROY-PAVILION, PART 2, GENESSEE COUNTY
— 4.53 MILES

Wm. J. Kidd, New York City.....	\$44,803 00
C. R. Madden, Rochester, N. Y.....	55,352 45
F. J. Mumm Contg. Co., Inc., Buffalo, N. Y.....	65,094 00

Awarded to Wm. J. Kidd.

ROAD No. 1098 — EAGLE BAY—SIXTH LAKE, HAMILTON COUNTY
— 4.22 MILES

Name and address of bidder	Amount
R. A. Kelton, Albany, N. Y.....	\$35,020 46
The Lane Cons. Corp., Meriden, Conn.....	52,618 00
Fort Schuyler Cons. Co., Inc., Utica, N. Y.....	53,947 88
J. D. Moynehan, Mohawk, N. Y.....	56,793 50
John A. Jova, Inc., Newburgh, N. Y.....	58,740 11
Dale Engineering Co., Utica, N. Y.....	59,419 72
Eastover Cons. Co., Utica, N. Y.....	63,656 00
Phelan & Sullivan, Utica, N. Y.....	53,327 70

Awarded to R. A. Kelton.

ROAD No. 5563 — LOCKPORT—McNALLS, NIAGARA COUNTY —
5.07 MILES

Frank D. Van Horn, New York City.....	\$62,709 95
Hammond-Tracey Cons. Co., Inc., Middleport, N. Y.....	69,979 50

Awarded to Frank D. Van Horn.

ROAD No. 986 — FOSTERDALE—MONGAUP VALLEY, SULLIVAN
COUNTY — 10.97 MILES

Frank D. Van Horn, New York City.....	\$34,126 44
Hembdt & Washington, Monticello, N. Y.....	43,845 10
Harper & Higginson, Inc., Newburgh, N. Y.....	46,113 50

Awarded to Frank D. Van Horn.

ROAD No. 1109 — CAMBRIDGE—ASH GROVE, WASHINGTON COUNTY
— 2.06 MILES

Lynden Contg. Corp., Albany, N. Y.....	\$19,081 20
Alfred H. Flinn, Albany, N. Y.....	23,450 70

Awarded to Lynden Contg., Corp.

Sealed proposals were also received for the following repair contracts:

REPAIR CONTRACT No. 1001 — ROAD No. 125, BROOME COUNTY
— 0.48 MILE

Name and address of bidder	Amount
Sherman Contg. Co., Inc., Oneonta, N. Y.....	\$14,967 00

All bids rejected.

REPAIR CONTRACT No. 995 — ROAD No. 591, CAYUGA COUNTY —
2.76 MILES

McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.....	\$24,013 63
Flood & Van Wirt, Hudson Falls, N. Y.....	25,916 05
Semper Bros., Watertown, N. Y.....	27,217 18

Awarded to McGreevey, McGuigan & Baum Const. Co.

REPAIR CONTRACT No. 707 — ROAD No. 259, CLINTON COUNTY
— 7.34 MILES

R. A. Kelton, Albany, N. Y.....	\$17,204 97
Jas. Conway, Plattsburg, N. Y.....	20,064 11
Spellman-Oliver Co., Chateaugay, N. Y.....	22,608 48

Awarded to R. A. Kelton.

REPAIR CONTRACT No. 998 — ROAD Nos. 258, 822, 859, CLINTON
COUNTY — 12.83 MILES

The Defiance Corp., Ticonderoga, N. Y.....	\$4,664 55
Kellogg Boynton, Keeseville, N. Y.....	4,733 65
E. H. Brown, Inc., Hempstead, L. I.....	5,240 55

Awarded to the Defiance Corp.

REPAIR CONTRACT No. 1003 — ROAD No. 377, CORTLAND
COUNTY — 0.42 MILE

Nash & Griffin, Norwich, N. Y.....	\$4,942 10
Rossney Cons. Co., Buffalo, N. Y.....	6,472 00

Awarded to Nash & Griffin.

REPAIR CONTRACT No. 959 — ROAD No. 36 — DELAWARE
COUNTY — 1.57 MILES

Name and address of bidder	Amount
Federal Pavement Corp., New York City.....	\$35,021 55
The Lane Const. Corp., Meridan, Conn.....	38,714 00
Wm. P. McDonald Const. Co., Albany, N. Y.....	38,786 00
Harry W. Roberts Co., Utica, N. Y.....	44,996 00

Awarded to Federal Pavement Corporation.

REPAIR CONTRACT No. 941 — ROAD No. 982 — DELAWARE
COUNTY — 5.77 MILES

Richard Hopkins, Troy, N. Y.....	\$21,070 80
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Awarded to Richard Hopkins.

REPAIR CONTRACT No. 986 — ROAD No. 537 — DUTCHESS
COUNTY — 1.19 MILES

Thos. J. Martin, Beacon, N. Y.....	\$6,747 00
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Awarded to Thos. J. Martin.

REPAIR CONTRACT No. 992 — ROAD NOS. 523, 524 — ERIE
COUNTY — 9.40 MILES

Richard Hopkins, Troy, N. Y.....	\$58,465 00
Cold Spring Const. Co., Buffalo, N. Y.....	58,712 00
Bradley & McGreevey, Elmira, N. Y.....	58,846 50
John Johnson Const. Co., Buffalo, N. Y.....	59,552 00
J. A. Hughes & Co., Jamestown, N. Y.....	60,189 00
Henry P. Burgard Co., Buffalo, N. Y.....	64,497 00

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 997 — ROAD NOS. 5188, 756, 5187, 5186
— ESSEX COUNTY — 23.68 MILES

The Defiance Corp., Ticonderoga, N. Y.....	\$8,780 80
E. H. Brown, Inc., Hempstead, N. Y.....	9,189 62
H. A. Murphy, Albany, N. Y.....	9,263 80
Clarence E. Walker, Troy, N. Y.....	8,939 80

Awarded to The Defiance Corporation.

REPAIR CONTRACT No. 993 — ROAD No. 100 — MONROE COUNTY
— 1.50 MILES

Name and address of bidder	Amount
Harry W. Roberts & Co., Utica, N. Y.....	\$14,323 40
Langan Const. Corp., Albany, N. Y.....	15,428 40
Union Paving Co., Schenectady, N. Y.....	16,095 20
Federal Pavement Corp., New York City.....	16,339 90
Whitmore-Rauber & Vicinius, Rochester, N. Y...	16,537 70
Ribstein-Holter Co., Inc., Rochester, N. Y.....	18,138 40

Awarded to Harry W. Roberts & Company.

REPAIR CONTRACT No. 845 — ROAD No. 436 — NASSAU COUNTY
— 2.50 MILES

Wm. J. Kidd, New York City.....	\$2,950 73
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Awarded to Wm. J. Kidd.

REPAIR CONTRACT No. 937 — ROAD Nos. 434, 435, 547 —
NASSAU COUNTY — 1.27 MILES

No proposals received.

REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY
— 2.22 MILES

Chas. E. Haney, Camillus, N. Y.....	\$12,995 00
F. H. Rhodney, Albion, N. Y.....	14,497 50
Henry P. Burgard Co., Buffalo, N. Y.....	15,492 50

Awarded to Chas. E. Haney.

REPAIR CONTRACT No. 999 — ROAD No. 1039 — ONONDAGA
COUNTY — 2.62 MILES

No proposals received.

REPAIR CONTRACT No. 983 — ROAD No. 1039 — ONONDAGA
COUNTY — 2.29 MILES

Harry W. Roberts & Co., Utica, N. Y.....	\$21,527 55
Dana W. Robbins, Inc., New York City.....	28,137 25

Awarded to Harry W. Roberts & Company.

REPAIR CONTRACT No. 1002 — ROAD No. 1043 — ONONDAGA
COUNTY — 1.31 MILES

Name and address of bidder	Amount
F. H. Wells, Savannah, N. Y.....	\$9,882 55
McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y.	9,938 05
J. H. Weidman, Syracuse, N. Y.....	10,175 05

Awarded to McGreevey, McGuigan & Baum Const. Co.

REPAIR CONTRACT No. 1004 — ROAD No. 76 — ONONDAGA
COUNTY — 1.00 MILE

McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y.	\$7,039 50
Dale Engineering Co., Utica, N. Y.....	7,983 00

Awarded to McGreevey, McGuigan & Baum Const. Co.

REPAIR CONTRACT No. 994 — ROAD Nos. 146, 207 — ONTARIO
COUNTY — 1.95 MILES

Conners & Gallavan, Elmira, N. Y.....	\$11,163 00
Bradley & McGreevey, Elmira, N. Y.....	11,336 00
Sweeney & Boland, Rochester, N. Y.....	11,496 50
C. R. Madden, Rochester, N. Y.....	11,530 00
J. W. Brennan Const. Co., Inc., Geneva, N. Y....	12,294 00
W. J. Semper, Watertown, N. Y.....	12,937 00

Awarded to Conners & Gallavan.

REPAIR CONTRACT No. 996 — ROAD No. 64 — ORANGE COUNTY
— 1.84 MILES

Jacob Stemn, Stroudsburgh, Pa.....	\$23,506 50
Harper & Higinson, Inc., Newburgh, N. Y.....	23,629 70
Schunnemunk Const. Co., Highland Mills, N. Y..	23,677 75
Fallkill Const. Co., Poughkeepsie, N. Y.....	23,920 45

Awarded to Jacob Stemn.

REPAIR CONTRACT No. 818 — ROAD No. 733 — ST. LAWRENCE
COUNTY — 5.50 MILES

Name and address of bidder	Amount
Lynden Contg. Corp., Albany, N. Y.....	\$9,083 91
Arthur F. McConville, Ogdensburgh, N. Y.....	9,141 14

Awarded to Lynden Contg. Corporation.

REPAIR CONTRACT No. 1000 — ROAD NOS. 58, 59, 340, 442 AND
610 — SARATOGA COUNTY — 20.88 MILES

Paul Schultze, Albany, N. Y.....	\$6,137 40
D. Gaffney & Sons, Saratoga, N. Y.....	6,468 40

Awarded to Paul Schultze.

Sealed proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany, N. Y., for the improvement of public highways by State aid on Monday the 14th day of August, 1916.

ROAD No. 5614 — LONDON—CRESCENT, PT. 2, ALBANY COUNTY —
0.10 MILE

Brown & Lowe Co., Schenectady.....	\$1,544 50
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Awarded to Brown & Lowe Co.

ROAD No. 1451 — STELLA—NEW IRELAND, BROOME COUNTY —
4.70 MILES

T. H. Gill Co., Binghamton, N. Y.....	\$52,486 50
Woodruff Edgecomb Co., Eastbranch, N. Y.....	56,206 00

Awarded to T. H. Gill Co.

ROAD No. 1414 — VENICE CENTER—GENOA, CAYUGA COUNTY —
5.45 MILES

Frank Malone, Syracuse, N. Y.....	\$72,209 45
Frank J. Foote, Nunda, N. Y.....	74,657 42

Awarded to Frank Malone.

ROAD No. 1435 — SOLON-GEE BROOK, PART 1, CORTLAND
COUNTY — 6.07 MILES

Name and address of bidder	Amount
Michael O'Brien, Cortland, N. Y.....	\$73,747 50
Rossney Contracting Corp., Buffalo, N. Y.....	73,873 75

Awarded to Michael O'Brien.

ROAD No. 1439 — SIDNEY-MASONVILLE, DELAWARE COUNTY —
6.51 MILES

Albany Construction Co., Albany, N. Y.....	\$92,554 25
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All bids rejected.

ROAD No. 1446 — SOUTH NEWSTEAD-PETERS CORNERS, ERIE
COUNTY — 0.91 MILE

No proposals received.

ROAD No. 1445 — EAST AUROBA-LANCASTER, PART 2, ERIE
COUNTY — 3.54 MILES

Wm. F. Felton, Buffalo, N. Y.....	\$51,981 30
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All bids rejected.

ROAD No. 924-A — WALES CENTER-WALES, ERIE COUNTY —
6.03 MILES

Wm. F. Felton, Buffalo, N. Y.....	\$62,120 25
Frank J. Foote, Nunda, N. Y.....	64,461 50
Federal Paving Corp., New York City, N. Y....	66,318 50

Awarded to Wm. F. Felton.

ROAD No. 1411 — WADHAMS MILLS-WALLONSBURG, ESSEX
COUNTY — 4.95 MILES

No proposals received.

ROAD No. 1376 — BULL RUN-BLEECKER, FULTON COUNTY —
2.80 MILES

No proposals received.

ROAD No. 5523 — WELLS-SPECULATOR, PART 2, HAMILTON
COUNTY — 6.74 MILES

Name and address of bidder	Amount
Albany Construction Co., Albany, N. Y.....	\$117,238 50
Hassam Paving Co., Worcester, Mass.....	139,690 50

All bids rejected.

ROAD No. 1362 — VANHORNESVILLE-STARKVILLE, HERKIMER
COUNTY — 5.84 MILES

No proposals received.

ROAD No. 5617 — WATERTOWN-PHILADELPHIA, PART 2, JEFFER-
SON COUNTY — 5.03 MILES

Pathfinder Const. Co., Inc., Fulton, N. Y.....	\$60,247 60
Joseph McCormick, East Providence, R. I.....	66,758 60

Awarded to Pathfinder Const. Co., Inc.

ROAD No. 513 — AMSTERDAM-MORRIS CORNER, MONTGOMERY
COUNTY — 2.49 MILES

No proposals received.

ROAD No. 773 — WENDELLVILLE-LOCKPORT, PART 2, NIAGARA
COUNTY — 2.38 MILES

Cold Spring Const. Co., Buffalo, N. Y.....	\$25,443 00
Carlisle O. Landel, Tonawanda.....	30,444 50

Awarded Cold Spring Const. Co.

ROAD No. 1355 — NORTH WESTERN-BOONVILLE, PART 1,
ONEIDA COUNTY — 6.15 MILES

Albany Const. Co., Albany, N. Y.....	\$74,933 50
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All bids rejected.

ROAD No. 1415 — CHAPIN-PALMYRA, PART 1, ONTARIO COUNTY
— 3.95 MILES

Name and address of bidder	Amount
Chambers & Barnes, Rochester, N. Y.....	\$40,219 50
W. J. Semper, Watertown, N. Y.....	43,656 40

Awarded to Chambers & Barnes.

ROAD No. 1427 — FULTON-VOLNEY, PART 1, OSWEGO COUNTY —
0.57 MILE

Samuel Bonn, Syracuse, N. Y.....	\$8,731 40
Pathfinder Const. Co., Inc., Fulton, N. Y.....	8,920 85
Ralph F. Kelly, Oswego, N. Y.....	9,121 10
William R. Kimmey, Albany, N. Y.....	9,531 75

Awarded to Samuel Bonn.

ROAD No. 1421 — CENTER BERLIN-PETERSBURGH, RENSSELAER
COUNTY — 7.20 MILES

The Lane Const. Corp., Meriden, Conn.....	\$91,571 25
Perine Const. Co., Ashland, Mass.....	104,729 00
Martin Murray & Co., Inc., Troy.....	90,664 00
Albany Const. Co., Albany.....	93,945 00
J. B. Dower, Ballston Spa.....	93,945 50
John R. Arborio, New Haven, Conn.....	93,971 50

Awarded to Martin Murray Co., Engs. and Contrgs., Inc.

ROAD No. 1448 — SUFFERN-MT. IVY, ROCKLAND COUNTY
— 8.62 MILES

Samuel Beskin, Beacon, N. Y.....	\$71,930 00
Coe & Blanchard, Suffern.....	72,980 50
John J. Guinan Const. Co., New York city.....	74,171 50
John A. Jova, Inc., Newburgh, N. Y.....	74,210 41

Awarded to Samuel Beskin.

ROAD NO. 325 — CENTER ROAD—FAYETTE, PART 2, SENECA
COUNTY — 2.95 MILES

Name and address of bidder	Amount
Thomas F. Murray, LeRoy, N. Y.....	\$37,709 40

Awarded to Thomas F. Murray.

ROAD NO. 1453 — VISCHERS FERRY—NISKAYUNA, SCHENECTADY
COUNTY — 1.95 MILES

J. J. Malloy, Schenectady.....	\$19,330 50
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Awarded to J. J. Malloy.

ROAD NO. 1399 — WATERLOO VILLAGE: FAYETTE STREET,
SENECA COUNTY — 0.24 MILE

McMahon & Farrington, Waterloo, N. Y.....	\$3,162 10
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Awarded to McMahon & Farrington.

ROAD NO. 1078 — WAVERLY—LOCKWOOD, TIOGA COUNTY —
6.00 MILES

The Lane Const. Corp., Meriden, Conn.....	\$68,043 75
Peter F. Connolly & Co., Horseheads, N. Y.....	69,739 00
F. P. Meckes, Long Pond., Pa.....	77,107 25
T. H. Gill Co., Binghamton, N. Y.....	71,956 25
Dana W. Robbins, Inc., New York city.....	69,410 00
Frank J. Foote, Nunda, N. Y.....	69,878 00

Awarded to Lane Const. Corp.

ROAD NO. 1433 — CORTLAND—GROTON, PARTS 3 AND 4, TOMPKINS
COUNTY — 5.86 MILES

Frank J. Foote (unsigned), Nunda, N. Y.....	\$84,498 45
Dana W. Robbins, Inc., New York city.....	86,956 20
J. H. Weidman, Syracuse, N. Y.....	90,299 25
T. H. Gill Co., Binghamton, N. Y.....	87,390 25
Bradley & McGreevey, Elmira, N. Y.....	87,871 65

Awarded to Dana W. Robbins, Inc.

ROAD No. 1417 — WALLKILL-NEWBURG, PART 1, ULSTER
COUNTY — 3.12 MILES

Name and address of bidder	Amount
John A. Jova, Inc., Newburgh, N. Y.....	\$35,967 01
Harper & Higginson, Inc., Newburgh, N. Y.....	36,776 20

All bids rejected.

ROAD No. 1436 — GREENWICH VILLAGE: ELM AVENUE MAIN,
BRIDGE AND EDDY STREETS, WASHINGTON COUNTY — 1.43
MILES

Keeseville Road Co., Inc., Keeseville, N. Y.....	\$62,961 50
John B. Dower, Ballston Spa, N. Y.....	63,659 00
Wm. Presley, New York City.....	65,502 50
Gifford Const. Co., Jamaica, N. Y.....	67,087 50

Awarded to Keeseville Road Co., Inc.

Sealed proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany, N. Y., for the improvement of public highways by State aid, on Wednesday the 16th day of August, 1916.

ROAD No. 5615 — BELFAST-CANEADEA, ALLEGANY COUNTY —
9.07 MILES

Frank J. Foote, Nunda, N. Y.....	\$111,063 00
W. J. Fox, Oramel, N. Y.....	120,334 60
J. A. Hughes, Jamestown, N. Y.....	112,200 00
Bison City Engr. & Cont'g Co., Inc., Buffalo, N. Y.	118,033 50

Awarded to Frank J. Foote.

ROAD No. 1450 — CASTLE CREEK-WHITNEY POINT, BROOME
COUNTY — 6.93 MILES

T. H. Gill Co., Binghamton, N. Y.....	\$103,690 50
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All bids rejected.

ROAD No. 5607 — FRANKLINVILLE-MACHIAS, CATTARAUGUS
COUNTY — 4.73 MILES

Name and address of bidder	Amount
Wm. F. Felton, Buffalo, N. Y.....	\$75,952 25

All bids rejected.

ROAD No. 1440 — FRANKLIN-UNADILLA, PART 1, DELAWARE
COUNTY — 3.39 MILES

Woodruff-Edgecomb Co., East Branch, N. Y.....	\$46,604 00
Brady-Oltarsh Co., Inc., Johnstown, N. Y.....	46,330 00
Fulton Eng. Co., Inc., Albany, N. Y.....	46,628 00

Awarded to Brady-Oltarsh Co., Inc.

ROAD No. 1334-A — TRANSIT, PART 4, ERIE COUNTY — 3.18
MILES

Carlisle O. Landel, Tonawanda, N. Y.....	\$43,807 00
Louis H. Gipp, Buffalo, N. Y.....	46,900 00

Awarded to Carlisle O. Landel.

ROAD No. 1334-B — TRANSIT, PART 4, ERIE COUNTY — 1.12
MILES

Arthur J. Shaw, Jr., & George Perrin, Batavia, N. Y.	\$38,629 00
Louis H. Gipp, Buffalo, N. Y.....	41,935 00
Bison City Eng. & Cont'g Co., Inc., Buffalo, N. Y.	43,807 00

Awarded to Arthur J. Shaw, Jr., & George Perrin.

ROAD No. 1443 — NORTH COLLINS-LANGFORD, ERIE COUNTY —
5.09 MILES

Frank J. Foote, Nunda, N. Y.....	\$59,768 00
John Johnson Const. Co., Buffalo, N. Y.....	60,816 50

Awarded to Frank J. Foote.

ROAD No. 5602 — MALONE VILLAGE, MAIN AND ELM STREETS,
FRANKLIN COUNTY — 1.99 MILES

Name and address of bidder	Amount
Arthur F. McConville, Ogdensburg, N. Y.....	\$67,120 75
John B. Dower, Ballston Spa., N. Y.....	67,274 00
P. J. Kennedy, Utica, N. Y.....	68,856 00

Awarded to Arthur F. McConville.

ROAD No. 621 — ST. JOHNSVILLE—OPPENHEIM, PART 2, FULTON
COUNTY — 2.90 MILES

No proposals received.

ROAD No. 1363 — PAINES HOLLOW—STONE HOUSE, HERKIMER
COUNTY — 5.67 MILES

No proposals received.

ROAD No. 5618 — CARTHAGE—ANTWERP, PART 4, JEFFERSON
COUNTY — 4.05 MILES

P. J. Kennedy, Utica, N. Y.....	\$59,962 00
Rock & Griffin Co., Watertown, N. Y.....	61,195 05
Pathfinder Const. Co., Inc., Fulton, N. Y.....	61,290 30
Spellman Oliver Co., Chateaugay, N. Y.....	61,878 30

Awarded to P. J. Kennedy.

ROAD No. 1392 — RUSH—MENDON, PART 1, MONROE COUNTY —
3.69 MILES

Michael Murphy, Rochester, N. Y.....	\$38,994 50
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All bids rejected.

ROAD No. 5590 — LEWISTON HEIGHTS—LEWISTON, NIAGARA
COUNTY — 0.61 MILE

John Johnson Cons. Co., Buffalo, N. Y.....	\$22,546 10
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All bids rejected.

ROAD No. 1356 — NORTH WESTERN—BOONVILLE, PART 2, ONEIDA
COUNTY — 5.74 MILES

Name and address of bidder	Amount
Albany Const. Co., Albany.....	\$70,022 00

All bids rejected.

ROAD 5616 — COHOCTON—NAPLES, PART 2, ONTARIO COUNTY —
2.26 MILES

Atlanta Const. Co., Atlanta, N. Y.....	\$26,961 01
Steuben Const. Co., Hornell, N. Y.....	27,017 00
W. J. Semper, Watertown, N. Y.....	30,464 90

Awarded to Atlanta Const. Co.

ROAD No. 1430 — ALBION VILLAGE, MAIN STREET, ORLEANS
COUNTY — 1.32 MILES

F. H. Rhodcy, Albion.....	\$89,975 00
Lewis H. Brotsch, Rochester, N. Y.....	91,000 00
Thos. Fitzgerald Co., Fredonia, N. Y.....	92,573 00
John Johnson Const. Co., Buffalo, N. Y.....	95,745 00
Hembdt & Washington, Monticello, N. Y.....	97,876 00

Awarded to F. H. Rhodcy.

ROAD No. 1428 — SANDY CREEK—SMARTVILLE, OSWEGO COUNTY
6.36 MILES

Samuel Bonn, Syracuse, N. Y.....	\$74,840 65
Bison City Eng. Contg. Co., Inc., Buffalo, N. Y..	76,511 25
Dale Eng. Co., Utica, N. Y.....	77,428 25

Awarded to Samuel Bonn.

ROAD No. 1422 — CASTLETON—EAST SCHODACK, PART 1,
RENSSELAER COUNTY — 4.87 MILES

Fred E. Ellis, Melrose, Mass.....	\$57,590 50
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Awarded to Fred E. Ellis.

ROAD No. 1389 — GOUVERNEUR—EDWARDS, PART 2, ST. LAW-
RENCE COUNTY — 4.60 MILES

No proposals received.

ROAD No. 1454 — DUANESBURG—ESPERANCE, SCHENECTADY
COUNTY — 6.33 MILES

Name and address of bidder	Amount
Albany Const. Co., Albany, N. Y.....	\$74,500 50
The Lane Const. Corp., Meriden Conn.....	75,480 50
J. J. Malloy, Schenectady, N. Y.....	75,805 00
Green & Miller, Schenectady, N. Y.....	77,715 25
D. I. Snell & Co., Canajoharie, N. Y.....	79,681 50

Awarded to Albany Const. Co.

ROAD No. 1420 — BRADFORD—TYRONE, SCHUYLER COUNTY —
3.01 MILES

Willis L. Frost, Watkins, N. Y.....	\$29,888 00
John W. Gurnett, Watkins, N. Y.....	26,618 00
Atlanta Const. Co., Atlanta, N. Y.....	32,733 01

Awarded to John W. Gurnett.

ROAD No. 1400 — WATERLOO—BURNS CORNER, SENECA COUNTY
4.89 MILES

J. W. Brennan Const. Co., Inc., Geneva, N. Y...	\$59,908 50
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Awarded to J. W. Brennan Const. Co., Inc.

ROAD No. 1452 — RICHFORD—HARFORD MILLS, TIOGA COUNTY
— 5.50 MILES

Dana W. Robbins, Inc., New York, N. Y.....	\$72,025 50
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Awarded to Dana W. Robbins, Inc.

ROAD NO. 1431 — BROCKTON—SPEEDSVILLE, PART 1, & SLATERVILLE SPRINGS, CAROLINE, PART 2, TOMPKINS COUNTY — 3.38 MILES

Name and address of bidder	Amount
Fort Schuyler Const. Co., Inc., Utica, N. Y.....	\$42,845 80
Patrick D. Conley, Ithaca, N. Y.....	43,354 50

Awarded to Fort Schuyler Const. Co., Inc.

ROAD NO. 1418 — MILTON LANDING—MILTON, ULSTER COUNTY — 0.55 MILE

Fallkill Const. Co., Inc., Poughkeepsie.....	\$14,194 50
Harper & Higginson, Inc., Newburgh, N. Y.....	15,272 00

All bids rejected.

ROAD NO. 1437 — SCHUYLERVILLE—GREENWICH, WASHINGTON COUNTY — 4.58 MILES

Keesville Road Co., Inc., Keesville, N. Y.....	\$42,479 50
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Awarded to Keesville Road Co., Inc.

ROAD NO. 5606 — TUCKAHOE—WHITE PLAINS, PART 2, WESTCHESTER COUNTY — 2.74 MILES

James V. Trois, Mt. Vernon, N. Y.....	\$46,213 70
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All bids rejected.

Sealed proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany, N. Y., for the improvement of highways, Friday, August 18, 1916.

ROAD NO. 1449 — BROOME COUNTY, MAINE—GLEN AUBREY — 5.35 MILES

No proposals received.

ROAD No. 5608 — MACHIAS—DELEVAN, PART 1, CATTARAUGUS
COUNTY — 2.17 MILES

Name and address of bidder	Amount
Wm. F. Felton, Buffalo, N. Y.....	\$34,159 65

All bids rejected.

ROAD No. 1379 — JAMESTOWN CITY; FOOTE AVE., CHAUTAUQUA
COUNTY — 0.74 MILE

John Johnson Const. Co., Buffalo, N. Y.....	\$36,320 50
Clyde G. Jones & H. A. Hotchkins, Jamestown, N. Y.	40,809 50
Elmer M. Love & Son, Corry, Pa.....	41,628 00

Awarded to John Johnson Const. Co.

ROAD No. 1381 — FREDONIA—SOUTH DAYTON, PART 3, CHAU-
TAUQUA COUNTY — 3.90 MILES

No proposals received.

ROAD No. 1441 — DELANCEY—DELHI, DELAWARE COUNTY — 4.31
MILES

Brady Oltarsh Const. Co., Johnstown, N. Y.....	\$70,380 50
Fulton Eng. Co., Inc., Albany, N. Y.....	70,811 00
John A. Jova, Inc., Newburgh, N. Y.....	74,680 50
The Albany Const. Co., Menands, N. Y.....	77,248 05

Awarded to Brady Oltarsh Const. Co.

ROAD No. 1444 — HUNTS CORNERS—AKRON, ERIE COUNTY —
3.75 MILES

Cold Spring Const. Co., Buffalo, N. Y.....	\$32,725 25
Michael H. Ripton, Rochester, N. Y.....	33,388 25
Louis H. Gipp, Buffalo, N. Y.....	33,688 00

Awarded to Cold Spring Const. Co.

ROAD No. 1447 — BRANT-NORTH COLLINS, ERIE COUNTY —
4.50 MILES

No proposals received.

ROAD No. 5622 — HOLLAND-YORKSHIRE, PART 1, ERIE COUNTY
5.19 MILES

Name and address of bidder	Amount
Frank L. Cohen, Buffalo.....	\$106,927 00

All bids rejected.

ROAD No. 5613 — MALONE-CHATEAUGAY, FRANKLIN COUNTY
— 10.36 MILES

W. T. Thayer & Co., Chateaugay, N. Y.....	\$124,417 40
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	125,514 60

Awarded to W. T. Thayer & Co.

ROAD No. 1377 — GLOVERSVILLE-WEST PERTH, FULTON
COUNTY — 3.74 MILES

No proposals received.

ROAD No. 514 — SNOOKS CORNERS-AMSTERDAM, MONTGOMERY
COUNTY — 2.70 MILES

No proposals received.

ROAD No. 1344 — GREEN CORNERS-FRANCIS POND, NASSAU
COUNTY — 3.38 MILES

Joseph Capek, Inc., Astoria, N. Y.....	\$44,007 00
E. T. Eggleston, Yonkers, N. Y.....	45,115 50
H. J. Mullen Contg. Co., Inc., Jamaica, N. Y....	49,784 50
Rosenthal Eng. Contg. Co., Inc., Brooklyn, N. Y..	56,751 50

Awarded to Joseph Capek, Inc.

ROAD No. 5620 — GENEVA CITY—LAKE STREET, ONTARIO
COUNTY — 0.82 MILE

Name and address of bidder	Amount
F. A. Bushley, Norwich, N. Y.....	\$11,972 50
Sweeney & Boland, Rochester, N. Y.....	12,165 90
J. W. Brennan Const. Co., Inc., Geneva, N. Y..	12,347 00

Awarded to F. A. Bushley.

ROAD No. 1408 — THREE MILE POINT—SPRINGFIELD CENTER—
WARREN, OTSEGO COUNTY — 8.13 MILES

Newport Const. Co., Herkimer, N. Y.....	\$88,649 50
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Awarded to Newport Const. Co.

ROAD No. 1423 — SPEIGLETOWN—TOMHANNOCK RESEVOIR, RENS-
SELAER COUNTY — 6.34 MILES

No proposals received.

ROAD No. 5612 WADDINGTON—MASSENA, PART 1, ST. LAWRENCE
COUNTY — 9.12 MILES

Mecca Const. Co., Morristown, N. Y.....	\$144,830 28
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All bids rejected.

ROAD No. 5598 — SOUTH GLENS FALLS VILLAGE: SARATOGA
AVENUE AND MAIN STREET SARATOGA COUNTY
— 1.10 MILES

John B. Dower, Ballston Spa., N. Y.....	\$70,480 00
Joseph Fredella, Glens Falls, N. Y.....	76,364 00

Awarded to John B. Dower.

ROAD NO. 5619 — CENTRAL BRIDGE; QUAKER STREET, PART 1,
SCHOHARIE COUNTY — 2.73 MILES

Name and address of bidder	Amount
The Lane Const. Corp., Meriden, Conn.....	\$33,838 00
Green & Miller, Schenectady, N. Y.....	35,161 00
D. I. Snell & Co., Canajoharie, N. Y.....	37,063 50
Albany Const. Co., Albany, N. Y.....	37,619 75
John A. Jova, Inc., Newburgh, N. Y.....	38,810 50
H. A. Schaupp, Guilderland, N. Y.....	40,992 50

Awarded to The Lane Const. Corp.

ROAD NO. 1401 — WILLARD-OVID, SENECA COUNTY — 2.13
MILES

H. A. Schaupp, Guilderland, N. Y.....	\$25,172 35
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All bids rejected.

ROAD NO. 1416 — SENECA FALLS-CLYDE, PART 1, SENECA
COUNTY — 2.63 MILES

Dale Engineering Co., Utica, N. Y.....	\$27,394 25
Bradley & McGreevey, Elmira, N. Y.....	27,786 25
H. A. Schaupp, Guilderland, N. Y.....	28,769 00

Awarded to Dale Engineering Co.

ROAD NO. 1432 — WEST DANBY-WEST DANBY STATION, TOMPKINS
COUNTY — 0.43 MILE

Patrick D. Conley, Ithica, N. Y.....	\$5,615 50
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Awarded to Patrick D. Conley.

ROAD NO. 1434 — ITHACA CITY; MITCHELL STREET, TOMPKINS
COUNTY — 0.61 MILE

Patrick D. Conley, Ithica, N. Y.....	\$16,777 05
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Awarded to Patrick D. Conley.

ROAD No. 1419 — ROSENDALE VILLAGE, ULSTER COUNTY — 3.17
MILES

Name and address of bidder	Amount
George H. McEvoy, Creek Locks, N. Y.	\$41,271 90
Harper & Higginson, Inc., Newburgh, N. Y.	43,459 50

Awarded to George H. McEvoy.

ROAD No. 1438 — GREENWICH—CAMBRIDGE, WASHINGTON
COUNTY — 6.98 MILES

Gifford Const. Co., Jamaica, N. Y.	\$98,217 00
The Lane Const. Corp., Meriden, Conn.	99,739 00
St. Lawrence Const. Co., Inc., Albany, N. Y.	103,106 00

Awarded to Gifford Const. Co.

ROAD No. 1059 — CLYDE—RESORT, PART 3, WAYNE COUNTY —
1.88 MILES

No proposals received.

ROAD No. 1370 — HARTS CORNER—WHITE PLAINS, WESTCHESTER
COUNTY — 1.74 MILES

Summit Engr. & Const. Co., New York City.	\$50,555 20
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All bids rejected.

Sealed proposals were received by the State Highway Commission on Monday, September 18, 1916, for the improvement by State aid of the following highways:

ROAD No. 1449 — MAINE—GLEN AUBREY, BROOME COUNTY —
5.35 MILES

No proposals received.

ROAD No. 1450 — CASTLE CREEK—WHITNEY POINT, BROOME
COUNTY — 6.93 MILES

No proposals received.

ROAD No. 5623 — OXFORD—SOLDIERS HOME, CHENANGO
COUNTY — 1.30 MILES

Name and address of bidder	Amount
A. B. Haight, Oxford, N. Y.....	\$21,329 40
Padelford & King, Sherburne, N. Y.....	22,180 15
H. A. Schaupp, Guilderland, N. Y.....	22,360 15

Awarded to A. B. Haight.

ROAD No. 763 — HOLLOWVILLE—CRARYVILLE, COLUMBIA
COUNTY — 7.14 MILES (COMPLETION CONTRACT)

No proposals received.

ROAD No. 1439 — SIDNEY—MASONVILLE, DELAWARE COUNTY —
6.51 MILES

Hovey E. Benedict, Williamsport, Pa.....	\$89,961 00
Edward B. Abrogast, Stroudsburg, Pa.....	90,504 00

Awarded to Hovey E. Benedict.

ROAD No. 1445 — EAST AURORA—LANCASTER, PART 2, ERIE
COUNTY, 3.54 MILES

Mosier & Summers, Inc., Buffalo, N. Y.....	\$59,998 00
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All bids rejected.

ROAD No. 1446 — SOUTH NEWSTEAD—PETERS CORNERS, ERIE
COUNTY — 0.91 MILES

No proposals received.

ROAD No. 5622 — HOLLAND—YORKSHIRE, PART 1, ERIE
COUNTY — 5.19 MILES

No proposals received.

ROAD No. 1459 — WAYLAND-DANVILLE, PART 2, LIVINGSTON
COUNTY — 1.47 MILES

Name and address of bidder	Amount
Bradley & McGreevey, Elmira, N. Y.....	\$19,595 21
Kennedy Const. Co., Albany, N. Y.....	19,999 00
Atlanta Const. Co., Atlanta, N. Y.....	20,005 51
Dale Engineering Co., Utica, N. Y.....	20,992 50
William R. Kimmey, Albany, N. Y.....	21,426 50
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Awarded to Bradley & McGreevey.	

ROAD No. 573-A — SEA BREEZE-NINE MILE POINT, MONROE
COUNTY — 0.11 MILES

C. W. Reynolds, New York city.....	\$1,830 00
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Awarded to C. W. Reynolds.	

ROAD No. 513 — AMSTERDAM-MORRIS CORNER, MONTGOMERY
COUNTY — 2.49 MILES

No proposals received.

ROAD No. 514 — SNOOKS CORNERS-AMSTERDAM, MONTGOMERY
COUNTY — 2.70 MILES

No proposals received.

ROAD No. 515 — BERRYVILLE-SAMMONSVILLE, MONTGOMERY
COUNTY — 1.61 MILES

No proposals received.

ROAD No. 517 — PALATINE BRIDGE-STONE ARABIA, MONTGOM-
ERY COUNTY — 3.70 MILES

No proposals received.

ROAD No. 1396 — SHERIDAN BOULEVARD-BURNSIDE AVENUE AND
ROCKAWAY TURNPIKE, NASSAU COUNTY — 2.99 MILES

Rosenthal Eng. and Contg. Co, Inc., Brooklyn, N. Y.	\$118,052 75
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All bids rejected.	

ROAD No. 5590 — LEWISTON HEIGHTS—LEWISTON, NIAGARA
COUNTY — 0.61 MILE

No proposals received.

ROAD No. 5624 — RICHFIELD SPRINGS VILLAGE—CHURCH,
PROSPECT AND BRONNER STREETS, OTSEGO COUNTY — 1.05
MILES

Name and address of bidder	Amount
Union Paving Co., Schenectady, N. Y.....	\$26,537 40
Federal Pavement Corp., New York city.....	26,867 00
Harry W. Roberts Co., Inc., Utica, N. Y.....	26,954 00
Langan Const. Corp., Albany, N. Y.....	27,547 40

Awarded to Union Paving Co.

ROAD No. 1455 — BREWSTER—CONNECTICUT STATE LINE, PUT-
NAM COUNTY — 3.42 MILES

John R. Arborio, New Haven, Conn.....	\$42,880 50
John A. Jova, Inc., Newburgh, N. Y.....	43,499 76

Awarded to John Arborio.

ROAD No. 1423 — SPEIGLETOWN—TOMAHANICK RESERVOIR,
RENSSELAER COUNTY — 6.34 MILES

The Belmar Contg. Co., Troy, N. Y.....	\$84,591 75
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All bids rejected.

ROAD No. 5519 — MALTA—BALLSTON SPA, SARATOGA COUNTY —
3.73 MILES

F. D. Van Horn, New York city.....	\$22,096 62
John B. Dower, Ballston Spa, N. Y.....	23,366 55

Awarded to Frank D. Van Horn (completion contract).

ROAD No. 5545 — SCHENECTADY—DUANESBURG, PART 2, SCHE-
NECTADY COUNTY — 5.62 MILES

Green & Miller, Schenectady, N. Y.....	\$49,600 15
The Lane Cons. Corp., Meriden, Conn.....	51,149 40

Awarded to Green & Miller (completion contract).

ROAD NO. 1401 — WILLARD—OVID, SENECA COUNTY — 2.13
MILES

Name and address of bidder	Amount
Hovey E. Benedict, Williamsport, Pa.....	\$22,186 45

Awarded to Hovey E. Benedict.

ROAD NO. 1308 — HAWTHORNE—PLEASANTVILLE, WESTCHESTER
COUNTY — 2.13 MILES

John A. Jova, Inc., Newburgh, N. Y.....	\$22,515 62
Jas. V. Troisi, Mt. Vernon, N. Y.....	57,091 30

Awarded to John A. Jova (completion contract).

ROAD NO. 1456 — WESTCHESTER AVENUE—WESTCHESTER
COUNTY — 1.09 MILES

Daly & Merritt, Portchester, N. Y.....	\$44,153 00
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All bids rejected.

ROAD NO. 1457 — LAKE STREET, RIDGE STREET AND HARRISON
AVENUE, WESTCHESTER COUNTY — 4.62 MILES

Smith Bros. Contg. Co., Pelham, N. Y.....	\$65,296 10
Rosenthal Eng. & Contg. Co, Inc, Brooklyn, N Y..	69,828 60
Lewis Petrillo, Mt. Vernon, N. Y.....	75,056 50
Daley & Merritt, Portchester, N. Y.....	98,027 60

Awarded to Smith Bros. Contg. Co.

Proposals were also received today, Monday, September 18, 1916, for the repair of the following highways:

REPAIR CONTRACT NO. 1001 — BROOME COUNTY, ROAD NO. 125,
0.48 MILE

Sherman Contg. Co., Inc., Ononta, N. Y.....	\$15,237 00
Frank Stento, Binghamton, N. Y.....	15,381 60
Tyne & Willey, Binghamton, N. Y.....	15,587 50

Awarded to Sherman Contg. Co., Inc.

REPAIR CONTRACT No. 999 — ONONDAGO COUNTY, ROAD No.
1039 — 2.61 MILES

Name and address of bidder	Amount
John H. Weidman, Syracuse, N. Y.....	\$11,565 25
McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y.....	11,583 10
Rock & Griffin Co., Watertown, N. Y.....	12,143 25
Newport Const. Co., Herkimer, N. Y.....	12,492 25
Charles H. Semper, Syracuse, N. Y.....	12,510 30
Pathfinder Const. Co., Inc., Fulton, N. Y.....	12,541 20

Awarded to John H. Weidman.

REPAIR CONTRACT No. 1005 — ALBANY COUNTY, ROADS 1220,
365, 5501, 367, 198, 366, 178, 192, 177

Thos. J. Martin, Beacon, N. Y.....	\$11,710 30
The Defiance Corp., Ticonderoga, N. Y.....	12,084 30
Edward Hartney, Modena, N. Y.....	12,220 30

Awarded to Thos. J. Martin.

Sealed proposals were received on Thursday, October 26th, 1916, for the construction of the following highways by the State Commission of Highways at their office, No. 55 Lancaster street, Albany, N. Y.

ROAD No. 1468 — COEYMANS INDIAN FIELDS, PART 1, ALBANY
COUNTY — 1.45 MILE

No proposals received.

ROAD No. 5607 — FRANKLIN-MACHIAS, CATTARAUGUS
COUNTY — 4.73 MILES

The Vedder Cons. Co., Delevan, N. Y.....	\$72,798 00
Wm. F. Felton, Buffalo, N. Y.....	74,484 75

Awarded to Vedder Cons. Co.

ROAD NO. 5608 — MACHIAS-DELEVAN, PART 1, CATTARAUGUS
COUNTY — 2.17 MILES

Name and address of bidder	Amount
The Vedder Cons. Co., Delevan, N. Y.....	\$33,179 90
Wm. F. Felton, Buffalo, N. Y.....	33,763 65

Awarded to Vedder Cons. Co.

ROAD NO. 686-A — WEEDSPORT-CATO, CAYUGA COUNTY — 0.12
MILE

C. E. Rice, Weedsport, N. Y.....	\$3,014 24
Kennedy Cons. Co., Albany, N. Y.....	3,776 60

Awarded to C. E. Rice.

ROAD NO. 1381 — FREDONIA-SOUTH DAYTON, PART 3, CHAU-
TAUQUA COUNTY — 3.90 MILES

Wm. F. Felton, Buffalo, N. Y.....	\$49,807 50
Dickinson & Mangano, Silver Creek, N. Y.....	55,867 00

Awarded to Wm. F. Felton.

ROAD NO. 1469 — SILVER CREEK-FORESTVILLE, CHAUTAUGUA
COUNTY — 4.94 MILES

Wm. F. Felton, Buffalo, N. Y.....	\$85,094 00
Constantine Cons. Co., Buffalo, N. Y.....	85,393 50
Dickinson & Mangano, Silver Creek, N. Y.....	92,336 00

Awarded to Wm. F. Felton.

ROAD NO. 1470 — KENNEDY-ELLINGTON, CHAUTAUGUA COUNTY
— 4.19 MILES

No proposals received.

ROAD No. 5434-A—MAYVILLE—WESTFIELD, CHAUTAUQUA
COUNTY — 0.05 MILE

Name and address of bidder	Amount
J. B. Schultz, Fredonia, N. Y.....	\$6,246 78
Edward T. Beck, Warren, Pa.....	6,341 00
Shipman & Lincoln, Gowanda, N. Y.....	6,353 71
Wm. R. Kimmey, Albany, N. Y.....	6,488 46
Joseph L. Cuzzo, Yonkers, N. Y.....	6,944 25
Kennedy Cons. Co., Albany, N. Y.....	6,908 70
John F. Dolan Contg, Co., New York City.....	7,059 69

Awarded to Edward T. Beck.

ROAD No. 1473 — OTSELIC—SMYRNA, PART 1, CHENANGO
COUNTY — 3.06 MILES

Paddelford & King, Sherburne, N. Y.....	\$43,184 50
Edward P. Arbogast, Stroudsburg, Pa.....	45,773 50

Awarded to Paddelford & King.

ROAD No. 5629 — SPENCERTOWN—AUSTERLITZ, COLUMBIA
COUNTY — 5.02 MILES

Antonio Colarusso, Hudson, N. Y.....	\$65,852 50
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All bids rejected.

ROAD No. 5622 — HOLLAND—YORKSHIRE, PART 1, ERIE COUNTY
— 5.19 MILES

Harper & Higginson, Inc., Newburgh, N. Y.....	\$106,950 00
Frank L. Cohen, Buffalo, N. Y.....	120,276 50

Awarded to Harper & Higginson, Inc.

ROAD No. 621 — ST. JOHNSVILLE—OPPENHEIM, PART 2, FULTON
COUNTY — 2.90 MILES

Coudy & Darling, Dolgeville, N. Y.....	\$29,970 50
D. I. Snell Co., Canajoharie, N. Y.....	31,401 50
Alfred H. Flynn, Albany, N. Y.....	31,573 50

Awarded to Coudy & Darling.

ROAD No. 1376 — BULL RUN-BLEECKER, FULTON COUNTY —
2.80 MILES

No proposals received.

ROAD No. 1377 — GLOVERSVILLE-WEST PERTH, FULTON COUNTY —
— 3.74 MILES

Name and address of bidder	Amount
H. A. Schaupp, Guilderland, N. Y.....	\$38,837 90
E. Brown Baker, Herkimer, N. Y.....	43,038 90

Awarded to H. A. Schaupp.

ROAD No. 5626 — OPPENHEIM-DOLGEVILLE, FULTON COUNTY —
4.90 MILES

No proposals received.

ROAD No. 1458 — MOREHOUSEVILLE-PISCEO, PART 1, HAMILTON
COUNTY — 6.82 MILES

St. Lawrence Cons. Co., Albany, N. Y.....	\$115,891 00
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All bids rejected.

ROAD No. 5523 — WELLS-SPECULATOR, PART 1, HAMILTON
COUNTY — 6.74 MILES

No proposals received.

ROAD No. 1256 — GUNN CORNERS-FISHERS LDG., PART 1, JEF-
FERSON COUNTY — 7.76 MILES

Henry P. Burgard Co., Buffalo, N. Y.....	\$79,831 45
Mascetti & Holley, Torrington, Conn.....	82,021 20
The Pathfinder Cons. Co., Fulton, N. Y.....	82,748 60
Rock-Griffin Co., Winthrop, N. Y.....	89,469 40

Awarded to Henry P. Burgard Co.

ROAD NO. 1351 — GROVELAND—WEST SPARTA, LIVINGSTON
COUNTY — 2.05 MILES

Name and address of bidder	Amount
Atlanta Cons. Co., Atlanta, N. Y.....	\$34,756 00
Ribstein-Holter Co., Inc., Rochester, N. Y.....	35,880 00
McCarthy & Wall, Mt. Morris, N. Y.....	35,905 50

Awarded to Atlanta Cons. Co.

ROAD NO. 1466 — CHURCHVILLE—ADAMS BASIN, MONROE
COUNTY — 6.33 MILES

Ribstein-Holter Cons. Co., Rochester, N. Y.....	\$70,815 00
Newport Cons. Co., Herkimer, N. Y.....	71,817 90
Hendrickson-McCabe Cons. Co., Syracuse, N. Y..	72,337 50
Chambers & Barnes, Rochester, N. Y.....	72,424 25

Awarded to Ribstein-Holter Cons. Co.

ROAD NO. 513 — AMSTERDAM—MORRIS CORNER, MONTGOMERY
COUNTY — 2.49 MILES

Carl G. Snyder, Amsterdam, N. Y.....	\$21,793 00
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Awarded to Carl G. Snyder.

ROAD NO. 514 — SNOOKS CORNERS—AMSTERDAM, MONTGOMERY
COUNTY — 2.49 MILES

No proposals received.

ROAD NO. 515 — BERRYVILLE—SAMMONSVILLE, MONTGOMERY
COUNTY — 1.6 MILES

Adirondack Cons. Co., Waterford, N. Y.....	\$18,107 00
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Awarded to Adirondack Cons. Co.

ROAD NO. 517 — PALENTINE BRIDGE—STONE ARABIA, MONT-
GOMERY COUNTY — 3.70 MILES

No proposals received.

ROAD NO. 1396 — SHERIDAN BOULEVARD—BURNSIDE AVE. AND
ROCKAWAY TURNPIKE — NASSAU COUNTY — 2.99 MILES

No proposals received.

ROAD NO. 5625 — FAYETTEVILLE—CHITTENANGO, PART 1, ONON-
DAGA COUNTY — 3.94 MILES

Name and address of bidder	Amount
Eagle Paving Co., Syracuse, N. Y.....	\$64,236 30

Awarded to Eagle Paving Co.

ROAD NO. 5630 — WEEDSPORT—JORDAN, PART 2, ONONDAGA
COUNTY — 1.76 MILES

Charles H. Semper, Syracuse, N. Y.....	\$28,699 05
Kennedy Cons. Co., Albany, N. Y.....	35,319 00

Awarded to Chas. H. Semper.

ROAD NO. 5612 — WADDINGTON—MASSENA, PART 1, ST. LAW-
RENCE COUNTY — 9.12 MILES

Henry P. Burgard Co., Buffalo, N. Y.....	\$139,810 70
Kennedy Const. Co., Ltd., Montreal, P. Q.....	141,102 95
Mascetti & Holley, Torrington, Conn.....	141,966 20
Mecca Cons. Co., Inc., Morristown, N. Y.....	142,287 40

Awarded to Henry P. Burgard Co.

ROAD NO. 1460 — GANSVOORT—SO. GLENS FALLS, SARATOGA
COUNTY — 6.74 MILES

John J. Guinan Contg. Co., Brooklyn, N. Y.....	\$105,791 50
John B. Dower, Ballston Spa., N. Y.....	106,754 00

Awarded to John J. Guinan Contg. Co.

ROAD NO. 1461 — SCHUYLERVILLE—GANSVOORT, SARATOGA
COUNTY — 9.06 MILES

No proposals received.

ROAD No. 1467 — COBLESKILL—SHARON SPRINGS, PART 2, SCHOHARIE COUNTY — 5.25 MILES

No proposals received.

ROAD No. 1472 — SLOANESVILLE—CHARLESTON, PART 1, SCHOHARIE COUNTY — 1.84 MILES

Name and address of bidder	Amount
John A. Jova, Inc., Newburgh, N. Y.....	\$31,461 00

All bids rejected.

ROAD No. 1420 — BRADFORD—TYRONE, SCHUYLER COUNTY — 3.01 MILES

Willis L. Frost, Watkins, N. Y.....	\$30,909 00
Atlanta Const. Co., Atlanta, N. Y.....	31,418 51

Awarded to Willis L. Frost.

ROAD No. 1474 — KANONA—PRATTSBURG, PART 2, STEUBEN COUNTY — 4.99 MILES

Atlanta Const. Co., Atlanta, N. Y.....	\$46,151 26
Greenfield Const. Co., Hornell, N. Y.....	48,422 40
T. H. Gill Co., Binghamton, N. Y.....	48,338 90
Kennedy Const. Co., Albany, N. Y.....	48,880 00
F. T. Meckes, Long Pond, Pa.....	50,374 50

Awarded to Atlanta Const. Co.

ROAD No. 1475 — HORNING—HORNBY, STEUBEN COUNTY — 6.00 MILES

Atlanta Const. Co., Atlanta, N. Y.....	\$69,320 01
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Awarded to Atlanta Const. Co.

ROAD No. 1476 — SEELY CREEK—CATON, PART 2, STEUBEN COUNTY — 4.00 MILES

Atlanta Const. Co., Atlanta, N. Y.....	\$49,405 51
Greenfield Const. Co., Hornell, N. Y.....	51,464 00
John A. Jova, Inc., Newburgh, N. Y.....	52,953 01

Awarded to Atlanta Const. Co.

ROAD No. 1477 — WAYLAND VILLAGE, STEUBEN COUNTY — 2.83
MILES

Name and address of bidder	Amount
Atlanta Const. Co., Atlanta, N. Y.....	\$53,261 71
Kennedy Const. Co., Albany, N. Y.....	56,879 00

Awarded to Atlanta Const. Co.

ROAD No. 1463 — LIBERTY-WOODBOURNE, PART 2, SULLIVAN
COUNTY — 5.63 MILES

Armstrong & Trowbridge, Middletown, N. Y....	\$64,697 00
George Mesler, Liberty, N. Y.....	65,485 00
Woodruff-Edgecomb Co., East Branch, N. Y.....	66,050 00

Awarded to Armstrong & Trowbridge.

ROAD No. 5627 — SOUTH LANSING-MYERS, TOMPKINS COUNTY
— 2.46 MILES

No proposals received.

ROAD No. 1417 — WALLKILL-NEWBURGH, PART 1, ULSTER
COUNTY — 3.12 MILES

John A. Jova, Inc., Newburgh, N. Y.....	\$35,782 36
DeGraff & Hogeboom, Kingston, N. Y.....	35,854 90
Harper & Higginson, Inc., Newburgh, N. Y.....	36,086 00

Awarded to John A. Jova, Inc.

ROAD No. 1418 — MILTON LANDING-MILTON, ULSTER COUNTY
— 0.55 MILE

Harper & Higginson, Inc., Newburgh, N. Y.....	\$14,287 00
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Awarded to Harper & Higginson, Inc.

ROAD No. 1464 — HIGH FALLS-STONE RIDGE, ULSTER COUNTY
— 1.80 MILES

No proposals received.

ROAD NO. 1465 — ULSTER LANDING—GLASCO, ULSTER COUNTY
— 2.79 MILES

Name and address of bidder	Amount
C. I. Schoentag, Saugerties, N. Y.....	\$34,966 00
DeGraff & Hogeboom, Inc., Kingston, N. Y.....	37,614 00

Awarded to C. I. Schoentag.

ROAD NO. 5632 — SODUS—ALTON, WAYNE COUNTY — 5.85 MILES

Harradine Bros. Co., Inc., Spencerport, N. Y....	\$81,816 40
Chambers & Barnes, Rochester, N. Y.....	82,109 00
Hembdt & Washington, Monticello, N. Y.....	82,962 20
Hendrickson-McCabe, Syracuse, N. Y.....	86,094 25

Awarded to Harradine Bros. Co., Inc.

ROAD NO. 1456 — WESTCHESTER AVENUE, WESTCHESTER COUNTY
— 1.09 MILES

No proposals received.

Sealed proposals were also received on Thursday, October 26, 1916, by the State Commission of Highways for the completion of the following highways.

ROAD NO. 763 — HOLLOWVILLE—CRARYVILLE, COLUMBIA COUNTY
— 7.14 MILES

John A. Jova, Inc., Newburgh, N. Y.....	\$43,804 92
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Awarded to John A. Jova, Inc.

ROAD NO. 1162 — STONEHOUSE—STORMVILLE, DUTCHESS COUNTY
— 5.16 MILES

Fulton Engineering Co., Inc., Albany, N. Y.....	\$43,237 36
A. T. Moran, New York City.....	48,017 90

Awarded to Fulton Engineering Co., Inc.

ROAD No. 1321 — CONESUS-WAYLAND, LIVINGSTON COUNTY —
8.35 MILES

Name and address of bidder	Amount
Fred J. Kinney Cont. Co., Inc., Buffalo, N. Y....	\$84,681 60
Atlanta Cons. Co., Atlanta, N. Y.....	115,017 70

Awarded to Fred J. Kinney Cont. Co., Inc.

ROAD No. 1045 — CAMBRIA-LOCKPORT, NIAGARA COUNTY — 5.13
MILES

Hammond-Tracey Cons. Co. Inc., Middleport, N. Y..	\$11,645 25
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Awarded to Hammond-Tracey Cons. Co., Inc.

Sealed proposals were also received on Thursday, October 26, 1916, for the repair of the following highways.

REPAIR CONTRACT No. 1006 — ROAD No. 569 BALDWIN PLACE-
MAHOPAC, PUTNAM COUNTY — 0.99 MILE

Amos D. Bridges & Sons, Hazardville, Conn....	\$8,830 50
John A. Jova, Inc., Newburgh. N. Y.....	8,993 40

Awarded to Amos D. Bridges & Sons.

And also for the completion of the following repairs.

REPAIR CONTRACT No. 797 — ROAD No. 462 — OLD FORGE
McKEEVER, HERKIMER COUNTY — 8.78 MILES

Phelan & Sullivan, Utica, N. Y.....	\$5,791 90
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Awarded to Phelan & Sullivan.

REPAIR CONTRACT No. 942 — ROAD No. 120 — CANAJOHARIE-
SHARON SPRINGS, MONTGOMERY COUNTY — 4.14 MILES

D. I Snell & Co., Canajoharie, N. Y.	\$8,109 90
Fred J. Kinney, Contg. Co., Inc., Buffalo, N. Y...	9,600 00

Awarded to D. I Snell & Co.

Sealed proposals were received by the State Commission of Highways at its office, No. 55 Lancaster street, Albany, N. Y., for the improvement by State aid of the following highways, on Tuesday, November 21, 1916.

ROAD NO. 5636 — SCHENECTADY COUNTY LINE—GUILDERLAND,
ALBANY COUNTY — 3.93 MILES

Name and address of bidder	Amount
Belmar Contg. Co., Troy, N. Y.....	\$59,853 90
Sewage Dis. & Water Plant Co., Schenectady, N. Y.	61,101 00

Awarded to Belmar Contg. Co.

ROAD NO. 1479 — ARCADE—FARMERSVILLE, PART 2, CATTARAUGUS
COUNTY — 4.15 MILES

Frank M. Foote, Arcade, N. Y.....	\$69,579 50
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All bids rejected.

ROAD NO. 1480 — LEON—WESLEY, PART 1, CATTARAUGUS
COUNTY — 3.00 MILES

No proposals received.

ROAD NO. 5628 — AMENIA—PINE PLAINS, PART 2, DUTCHESS
COUNTY — 6.79 MILES

A. T. Moran, New York city.....	\$79,279 25
Hembdt & Washington, Monticello, N. Y.....	79,828 15
Amos T. Bridges Sons, Inc., Hazardville, Conn...	94,163 00

Awarded to A. T. Moran.

ROAD NO. 5634 — EVANS CENTER—FARNHAM, ERIE COUNTY —
5.29 MILES

No proposals received.

ROAD No. 5631 — MOHAWK VILLAGE—COLUMBIA AND HAMMOND
Sts., HERKIMER COUNTY — 0.71 MILE

Name and address of bidder	Amount
Newport Cons. Co., Herkmer, N. Y.....	\$41,438 55
Harry W. Roberts Co., Utica, N. Y.....	41,590 15
Wm. Brennan, Herkimer, N. Y.....	41,598 25

Awarded to Newport Cons. Co.

ROAD No. 1423 — SPEIGLETOWN—TOMAHANNOCK RESER., RENS-
SELAER COUNTY — 6.34 MILES

No proposals received.

ROAD No. 1424 — STONEHOUSE—No. PETERSBURG—VERMONT
STATE LINE, RENSSELAER COUNTY — 4.95 MILES

C. W. Tyron, Poland, N. Y.....	\$69,453 50
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All bids rejected.

ROAD No. 1425 — MELROSE—SCHAGHTICOKE HILL, RENSSELAER
COUNTY — 2.97 MILES

John T. O'Neil, Troy, N. Y.....	\$37,520 00
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Awarded to John T. O'Neil.

ROAD No. 1478 — FOSTERBURY—ORANGE COUNTY LINE, SULLI-
VAN COUNTY — 4.01 MILES

Jackson Bros., Cuddebackville, N. Y.....	\$47,808 00
Edw. P. Arbogast, Stroudsburg, Pa.....	48,157 50
F. P. Meckes, Long Pond, Pa.....	52,505 00

Awarded to Jackson Bros.

ROAD No. 5637 — WHITEHALL-DRESDEN CENTER, PART 2,
WASHINGTON COUNTY — 5.77 MILES

Name and address of bidder	Amount
Kennedy Cons. Co., Ltd., Montreal, Can.....	\$146,240 00

Awarded to Kennedy Cons. Co., Ltd.

ROAD No. 1341 — WEAVER STREET, WESTCHESTER COUNTY —
0.35 MILE

Smith Brothers Cont'g Co., Pelham, N. Y.....	\$4,679 50
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Awarded to Smith Brothers Cont'g Co.

APPENDIX A

COMPLETE CONSECUTIVE NUMERICAL LIST

OF ALL

COUNTY AND STATE HIGHWAYS

SHOWING ALSO

DETAILS AND COSTS OF CONSTRUCTION

JANUARY 1, 1898—DECEMBER 31, 1916

[517]

ABBREVIATIONS FOR APPENDIX A

Anor., anorthosite	Glu., glutrin or lignin liquor	P., parabolic section
App., approved	Gn., gneiss	Qrz., quartzite
Asp., asphalt	Grn., granite	Qst., quarystone
Av., average	Grt., grout	Re., reinforced
Ber., Bermudez	Grv., gravel	Ro., rock
Bit. Mac., bituminous macadam	H Con., Hassam concrete	So., screenings
BM., bituminous macadam	HC. T., high carbon tar	S Con., second-class concrete
Bitu., bitulithic	HC. HT., high carbon hot tar	Sh., shale
Bl., bluestone	HC. CT., high carbon cold tar	Sht., sheet
Bld., boulders	H. O., asphaltic hot oil	Sl., slag
Blk., block	Imp., imported	Sn., sand
Br., brick	LC. T., low carbon tar	Sst., sandstone
BT., bituminous top	LC. HT., low carbon hot tar	St., stone
CaCl., calcium chloride	LC. CT., low carbon cold tar	Sub., stone sub-bottom
Cal., calcareous	Lig. Mas., Lignum Mastic	Sy., syenite
Cem., cementitious	Li., limestone	T., tar -
CO., asphaltic cold oil	Lo., local	Tel., Telford
Cu., Cuban	Med., Medina	Tp., top
Dol., dolomite	MM-1, mixing method, type 1	Tr., trap
F Con., first-class concrete	MM-2, mixing method, type 2	Trn., Trinidad
Fld., fieldstone		WB., waterbound
Gab., gabbro		Wd., wood
Gil., gilsonite		

EXPLANATORY NOTES FOR APPENDIX A

All highways having indicated "Screenings and water" under the heading of "Binder" are waterbound.

All highways having indicated "Asphalt" under the heading of "Binder" are bituminous macadam by the penetration method, using residuum asphalt.

All highways having Bermudez, Trinidad or other so-called natural asphalts in the "Binder" column are bituminous macadams, penetration method.

All highways having "Tar" indicated in the "Binder" column are bituminous macadams, penetration method.

All bituminous macadams which are not penetration method are specially shown as "Mixing Methods". All other types are self-explanatory.

All hot and cold oils are of asphaltic base.

Where bottom course is specified as "Sub." the size of stone is the same as specified for sub-bottom.

On all parabolic sections the approximate center thickness is given.

The mileages shown on the left are the actual mileages constructed and will not always check with those in Appendix "B" on account of eliminations, etc., Appendix "B" showing net mileages in existence.

The 16 foot pavement has been taken as the standard because of the large proportion of highways which are of that width.

The cost per square yard of pavement includes the pavement items only, excluding everything except those materials shown in the tabulation.

On brick pavements the cost per square yard does not include edging or curbing.

The cost per mile of highway is obtained from three quantities: i.e., the pavement cost per 16 foot width, the excavation cost per mile of 26 foot width and the cost of other items per mile of center line.

The pavement cost per mile is obtained by multiplying the square yardage cost by the constant for a 16 foot mile (9387).

The excavation cost is obtained by finding the total square yardage of roadway lying between the ditches and dividing by the constant for a 26 foot mile. This gives the equivalent 26 foot mileage. The total cost of excavation divided by this mileage is the value used.

The total cost of excavation plus the total cost of pavement items deducted from the entire cost of the highway give the total cost of other items. This quantity divided by the center line mileage gives a cost per mile of other items as used.

The sum of these three quantities is the value shown as "Cost per mile of 16'-26' highway".

"Total cost" includes State, county and village expenditures to cover construction, engineering and inspection.

All quantities on roads 100 per cent. complete and showing the final cost are taken from the final estimate. All other quantities are taken from the preliminary estimate.

The symbol "+" indicates that the final construction differed from the contemplated construction in the detail indicated or in the entire highway.

KEY TO NUMERALS USED IN APPENDIX A

The manufacturers of all bituminous materials used as binders or surfacings are indicated by the following numbers:

- | | |
|-------------------------------|--------------------------------------|
| (1) Barber Asphalt Paving Co. | (12) American Asphalt and Rubber Co. |
| (2) Texas Co. | (13) International Asphalt Co. |
| (3) Sun Co. | (14) Wadsworth Stone & Paving Co. |
| (4) Beyerley & Sons. | (15) U. S. Asphalt Refining Co. |
| (5) Union Oil Co. | (16) United Gas Improvement Co. |
| (6) John Baker Co. | (17) Barrett Manufacturing Co. |
| (7) Warner-Quinlan Co. | (18) Dock Refining Co. |
| (8) Johns Manville Co. | (19) Dolarway Co. |
| (9) Indian Refining Co. | (20) Robeson Process Co. |
| (10) Standard Oil Co. | (21) Prudential Oil Corp. |
| (11) Atlantic Refining Co. | (?) Manufacturer unknown. |

The trade names of cements used on concrete pavements are indicated by the following numbers:

- | | | | |
|--------------|--------------------|-------------------|----------------|
| (1) Alpha | (7) Giant | (13) Penn-Allen | (19) Nazareth |
| (2) Alsen | (8) Helderberg | (14) Phoenix | (20) Cayuga |
| (3) Atlas | (9) Ironclad | (15) Saylor | (21) Newcastle |
| (4) Crescent | (10) Knickerbocker | (16) Universal | (22) Vulcanite |
| (5) Dragon | (11) Lehigh | (17) Whitehall | (23) Tidewater |
| (6) Edison | (12) Millen | (18) Pennsylvania | (24) Catskill |

The trade names of all brick used in brick pavements are indicated by the following numbers:

- | | | |
|---------------------|-------------------|----------------------|
| (1) Allegany Valley | (13) "D & B" | (24) Penn Clay |
| (2) American | (14) Foster | (25) Porter |
| (3) Bessemer | (15) Jamestown | (26) Porter National |
| (4) Bradford | (16) Johnstown | (27) Reynoldsville |
| (5) C. C. W. | (17) Mack | (28) Shawmut |
| (6) Century | (18) Mayer | (29) Standard |
| (7) Clearfield | (19) Medal | (30) Tidewater |
| (8) Collingwood | (20) Metropolitan | (31) Toronto |
| (9) Conneaut | (21) Nelsonville | (32) Tuna Valley |
| (10) Corning | (22) Olean | (33) Watontown |
| (11) Corry | (23) Paterson | (34) Youngsville |
| (12) Cowans | | |

The following letters are used with concrete pavements and foundations to indicate the proportions where stone was used:

- | | | |
|------------|------------|-----------|
| (a) 1-1½-3 | (c) 1-2-4 | (e) 1-3-5 |
| (b) 1-2-3 | (d) 1-2½-5 | (f) 1-3-6 |

Where "gravel concrete" is indicated the mixture is made from "run of bank" gravel unless shown as "screened gravel concrete".

APPENDIX A — COUNTY HIGHWAYS

See page 518 for explanation

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP				
					Kind	Thickness	Kind	Thickness	Binder	Surfacing	
1	2.00	.....	16	28	Li.	4 Tr.	2	Sc., water.		18,773
2	6.54	.....	12	22	Lo. St.	4 Tr.	2	Sc., water.		46,041
3	2.25	.....	12	18-26	Li.	4 Tr.	2	Sc., water.		15,835
4	1.23	.....	16	24	Grv.	4 Grv.	2	Sc., water.		11,545
5	2.45	.....	12	30	Li.	4 Tr.	2	Sc., water.		17,248
6	6.53	.....	16	30	Med. Sst.	4 Tr.	2	Li. Sc., water.		61,115
7	1.04	.....	15	28	Li.	4 Tr.	2	Sc., water.		8,906
8	1.20	.....	15	21	App. 4", Li. 2"	6 Tr.	†3	Sc., water.		10,616
9	0.61	.....	15	21-22	App. 4". Li. 2"	6 Tr.	†3	Li. Sc., water.		5,379
*10	1.00	.....	15	2-29	Li.	4 Tr.	2	Sc., water.		8,800
11	1.03	.....	15	20-27	Li.	4 Tr.	2	Li. Sc., water.		9,060
*12		.....								
13	2.60	.....	16	24	Lo. St.	4 Tr.	2	Sc., water.		24,405
14	1.11	.....	15	26	Gn.	4 Tr.	2	Li. Sc., water.		9,743
15	0.63	.....	16	22	Lo. Li.	4 Tr.	2	Li. Sc., water.		5,965
16	5.66	.....	12	16-20	Lo. Bl.	3 Lo. Bl.	3	Sc., water.		39,972
17	0.60	.....	16	22	App. St.	4 Tr.	2	Li. Sc., water.		5,670
18	3.06	.....	16	22	Lo. St.	4 Tr.	2	Li. Sc., water.		28,701
19	2.78	.....	16	22	Lo. St.	4 Tr.	2	Li. Sc., water.		26,200
*20	3.77	.....	14	20	App. St.	4 Tr.	2	Li. Sc., water.		30,870
*21	1.33	.....	15	22	Li.	4 Tr.	2	Li. Sc., water.		11,667
22	3.41	.....	16	22	Li.	4 Tr.	2	Li. Sc., water.	Li. & Li. Sc	32,040
23	1.45	.....	20	26	Li.	4 Tr.	2	Li. Sc., water.		17,013
*24		.....								
25	3.05	.....	15	22-25	Lo. St.	3 Lo. St.	3	Sc., water.		26,800
26	2.59	.....	16	22	App.	4 Tr.	2	Li. Sc., water.		24,372
27	1.15	.....	16-20	20	Li.	4 Tr.	2	Sc., water.		11,244
28	3.41	.....	16	20	Lo. Sst.	4 Tr.	2	Li. Sc., water.		31,940
29	1.06	.....	16	20	Lo. Sst.	4 Tr.	2	Li. Sc., water.		9,950
30	1.02	.....	16	20	Lo. Sst.	4 Tr.	2	Li. Sc., water.		9,554
31	5.72	.....	12, 16	20-21	Lo. Bl.	3 Lo. Bl.	3	Sc., water.		43,800
32	2.65	.....	12	22	Fld.	3 Li.	3	Sc., water.		18,665
33	4.04	.....	16	26	App.	4 App. Tr.	2	Sc., water.		37,922
34	2.16	.....	16	26	Lo. St.	4 Lo. St., Tr.	2	Sc., water.		20,295
35	3.21	.....	14	26	Lo. St.	3 Lo. St.	3	Sc., water.		26,244
36	1.57	.....	12	16	Grv.	Grv.				11,053
37	4.00	.....	12	16-21	Lo. Bl.	3 Lo. Bl.	3	Sc., water.		28,032
38	4.91	.....	12	16-24	Lo. St.	3 Lo. St.	3	Sc., water.		34,426
39	1.52	.....	16	21	App. St.	4 Tr.	2	Sc., water.		14,230
40	0.47	.....	16	26	Li.	4 Li.	2	Sc., water.		4,412
41	2.74	.....	15	26	Li.	3 Li.	3	Sc., water.		24,112
42	{ 3.65 7.30	.....	22 16	28 22	Grv. Grading.	3 Grv.	3	Water.		41,400 74,191
43	7.55	.....	22	28		Grv.				97,445
44	4.22	.....	22	22	Grv.	Grv.				54,467
45	9.25	.....		16	Lo. Grv.	Lo. Grv.				
†46	1.51	.....	12	26		Grv.	6	Water.		10,653
47	1.75	.....	16	22	Bl.	4 Li.	2	Li. Sc., water.		16,427
48	1.00	.....	16	24	App. St.	4 Li.	2	Sc., water.		9,387
49	2.00	.....	16	26	App. St.	4 Li.	2	Sc., water.		18,773
50	4.44	.....	12	20	Lo.	3 Lo.	3	Li. Sc., water.		31,224
51	5.04	.....	12	20	Lo. St.	3 Lo. St.	3	Sc. water.		35,448
52	3.69	.....	12	2	Lo. St.	3 Lo. St.	3	Lo. St., water.		25,884
53	1.76	.....	12	2	Lo. St.	4 Lo. St.	2	Li. Sc., water.		12,375
54	2.65	.....	12-19	20	Lo. St.	3 Lo. St.	3	Sc., water.		16,660

* See list by counties. † Changed from original plans.

JANUARY 1, 1898 TO DECEMBER 31, 1916

Equivalent 10' mileage	Costs				County	Highway No.		
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				
2.00	8,200	16,517 51	8,782 51	Schenect	1		
4 91	.....		30,928 60	15,464 30			
1 60	.....	9,680	16,338 29	8,338 29			
1.23	.....	8,120	9,932 87	4,966 41			
1.54	.....	5,673	13,838 70	7,801 25			
6.33	8,130	40,013 89	20,113 89	Monroe	6		
0 95	0 604	15,360	15,454 27	7,727 14				
1 13	.....	10, 40	12,839 58	6,444 78			
0 57	.....	12,670	7,739 93	3,864 97			
0 94	0 400	7,690	7,417 24	3,718 63				
0 97		10,643 75	5,321 37	Albany	7		
2 67	.....	8,040	20,973 01	10,767 71			
1 04	0 501	7,450	7,943 03	3,971 00				
0 63	.....	11,500	7,242 67	3,621 34			
4.2	0 409	8, 92	30,040 00	15,020 00				
0 60	0 636	10,320	6,192 33	3,096 17	West	17		
3 06	0 669	8,950	27,332 18	13,696 09				
2 79	0 562	10,040	25,014 66	14,007 23				
1 29	0 675	9,185	31,520 00	15,760 00				
1 24	.....	7,890	10,487 22	5,243 66			
3 41	0 764	10,410	35,507 96	Albany	22		
1 81	.....		17,358 01	8,856 04			
2 86	0 731	9,890	28,820 00	14,410 00			Erie	23
2.59	0 593	8,750	22,658 49	11,329 24				
1 20	.....		14,619 30	7,309 65			
3.41	10,700	36,482 25	18,241 13	Chem	28		
1 06	.....	11,310	11,037 82	5,993 91			
1 02	.....	10,580	10,799 39	5,399 65			
4 67	0 550	8,130	41,728 00	20,864 00				
1 99	0 557	7,910	17,510 00	8,755 00				
4 04	0 518	7,660	30,962 00	15,476 00	Mont	32		
2 14	0 615	9,700	20,934 30	10,477 10				
2 80	0 585	8,820	26,000 00	13,000 00				
1.18	.....	8,3 0	13,116 66	6,558 28			
3 00	0 493	6,880	22,381 18	11,440 59				
3 67	0 603	8,680	35,520 00	17,760 00	Ulster	37		
1 52	0 503	8,140	12,370 00	6,185 00				
0 47	.....	8,110	8,810 00	1,905 00			
2 57	0 608	8,721	22,497 20	11,248 00				
4 41	0 142	2,931	22,330 00	11,165 00			Orange	42
7 30	.....	1,601					
10.38	.....	2,311	22,923 00	11,464 00			
.....	.....	2,300	9,690 00	4,845 00			
.....	.....	1,491	13,770 00	6,885 00			
1 13	0 144	5,840	8,315 02	4,157 51	Orange	146		
1 75	.....	9,970	17,100 00	8,550 00			
1 05	.....	9,100	9,100 00	4,550 00			
2.00	.....	9,300	18,600 00	9,300 00			
3 33	0 673	10,170	38,103 08	19,051 54				
3 78	0 720	10,440	44,084 00	22,042 00	West	51		
2.78	0 626	10,000	31,411 00	15,705 50				
1 32	0 646	9,460	13,967 96	6,983 98				
1 99	0 623	9,970	23,540 00	11,270 00				
.....							

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation.

Highway No.	Miles	Width of pavement	Width of roadway	Materials Used in Construction					Square yards of pavement
				Bottom		Top		Surfacing	
				Kind	Thickness	Kind	Thickness		
56	3 15	16	16		Grv.				26.43
56	3 82	16	24	Li.	3	Li.	3	Se., water	9.36
57	1 00	16	2	Li.	3	Li.	3	Se., water	42.64
58	0 06	12	24	Lo. Grn.	4	Lo. Grn.	2	Grn. Se., water	47.39
59	5 03	16	22-28	App.	4	Tr.	2	Water	29.52
60	3 04	16	20-22	Li.	4	Tr.	2	Li. Se., water	12.24
61	1 30	16	22	Li.	4	Tr.	2	Li. Se., water	58.54
62	0 24	16	22	Li.	4	Li.	2	Se., water	21.15
63	2 25	16	22	Li.	4	Li.	2	Li. Se., water	17.24
64	1 84	16	22	Grv.	6				42.00
65	5 90	12	26	Grv.	3	Grv.	3	Water	9.31
66	1 99	8	24	Lo. St.	3	Lo. St.	3	Se., water	8.92
66	0 95	16	20	Li.	4	Li.	2	Li. Se., water	32.06
67	3 41	16	20	Li.	4	Li.	3	Li. Se., water	10.91
68	1 17	16	24	Li.	4	Li.	2	Se., water	33.06
69	3 43	16	22	Li.	4	Li.	2	Se., water	
70									
71	6 20	16	24	Li.	4	Tr.	2	Li. Se., water	17.52
72	1 87	16	26	Lo. St.	4	Li.	2	Se., water	9.34
73	1 13	12-16	18-22	Li.	3	Li.	3	Li. Se., water	7.04
74	1 00	12	24-24	Lo. St.	4	Li.	2	Se., water	8.10
75	0 86	16	26	Lo. St.	4	Li.	2	Se., water	9.41
76	1 00	16	24	Lo. St.	4	Li.	2	Se., water	14.12
77	1 50	16	26	Tel. 8" Lo. 3"	11	Lo. St.	3	Lo. Se., water	
78	3 63	16	22	Li. or Lo	4	Li. or Grn.	2	Water	71.40
79	7 54	16	22	Li.	4	Li.	2	Li. Se., water	44.13
80	4 64	16	22	Lo. St.	4	Grn.	2	Set. Se., water	33.88
81	4 06	16	22	Lo. St.	4	Lo. Grn.	2	Water	3.45
82	0 26	16	25	Lo. St.	4	Grn., Li.	2	Se., water	
83	5 09	16	22	Set	4	Sy. Li.	2	Water	21.62
84	2 46	16	22	Lo. St.	3	Lo. St.	3	Li. Se., water	37.42
85	0 92	16	22	Li.	3	Li.	2	Water	18.32
86	4 00	16	25	Li.	4	Li.	2	Li. Se., water	40.04
87	1 93	16	22	Li.	4	Li.	2	Li. Se., water	36.17
88	4 28	16	22	Li.	4	Li.	2	Li. Se., water	34.80
89	4 06	16	22	Li.	4	Li.	2	Li. Se., water	16.43
90	2 83	16	26	Lo. St.	4	Tr. Lo. St.	3	Se., water	16.61
91	3 90	16	22	Lo. St.	3	Lo. St.	3	Li. Se., water	9.43
92	1 72	16	26	Li.	3	Li.	3	Li. Se., water	9.72
93	1 73	10 5	26	Grv.	3	Grv.	3	Se., water	36.82
93	1 53	10 5	26	Sh.	6	Sh.	6	Se., water	
94	1 19	8 0	26	St.	3	St.	3	Se., water	41.33
94	4 23	14-16	22-24	Li.	4	Li.	2	Se., water	1.61
95	5 86	10 5	26			Grv.	6		4.50
95A	0 11	16	26	Imp. Tr.	3	Imp. Tr.	3	Asp. (10)	25.22
96	0 64	12-14	26	Lo. St.	3	Lo. St.	3	Se., water	
97	3 61	12	26	Lo. St.	3	Lo. St.	3	Se., water	14.74
98	1 58	14-16	20-22	Li.	4	Li.	2-3	Se., water	28.06
99	2 96	16	20-22	Li.	4	Li.	2-3	Se., water	36.34
100	3 40	16	22	Set	4	Grn.	2	Se., water	24.03
101	2 88	16	22	Set	4	Grn.	2	Se., water	14.21
102	2 06	12, 14	18, 26	Tr	3	Tr	3	Li. Se., water	12.36
103	1 31	16	26	Lo. St.	3	Lo. St.	3	Se., water	11.70
104	1 25	16	26	Lo. St.	3	Lo. St.	3	Se., water	3.90
105	0 35	16-14	26	Li.	3	Li.	3	Li. Se., water	1.26
106	0 13	16	26	Lo. St.	3	Lo. St.	3	Se., water	

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 10' mileage

2 82
1 00
4 55
5 08
3 04
1 30
6 24
2.25

1 84
4.47
0 99
0.96
3 41
1 17
3 42

6 20

1 87
1 04
0 75
0 86
1 00
1.50

3.62

7 54

4 64

4 06

0 36

5 06

2 31

0 92

4 00

1.98

4.28

4 06

2.63

3 90

1 72

1 13

1 01

0 84

3 93

4 40

0 11

0 46

2 64

1 57

3 96

3 53

2 88

1 58

1 31

1 25

0 31

0.13

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
107	3.61		14, 16	16, 25	App. St.	3	App. St.	3	Sc., water		34,170
108	3.25		14-16	20-22	Li.	4	Tr.	2	Li. Sc., water		30,240
109	2.30		14	20	Lo. St.	3	Lo. St.	3	Sc., water		18,891
110	2.25		14	20	App. St.	3	App. St.	3	Sc., water		18,480
111	0.75		12	20	Lo. St.	4	Tr.	2	Sc., water		5,250
112	4.81		12	20	App. St.	4	Tr.	2	Sc., water		34,083
113	2.29		12, 16	22	Lo. Fld.	3	Lo. Fld.	3	Sc., water		17,466
114	1.21		10, 5	16			Sh.	6			8,532
115	2.51		16	24			Grv.	6	Water		23,579
*116A	3.57		14	18-20	Tr.	4	Tr.	2	Sc., water		4,555
	0.57		14	18-20	Lo.	4	Tr.	2	Sc., water		29,215
116B	0.81		14	18-20	Tr.	4	Tr.	2	Sc., water		7,200
117	5.09		12-14	20-22	Lo. St.	3	Lo. St.	3	Sc., water		41,400
118	4.00		14	20	Lo. St.	3	Lo. St.	3	Sc., water		33,120
119	3.92		16	22	Lo. St.	3	Lo. St.	3	Sc., water		36,828
120	4.14		14	20	Lo. St.	3	Lo. St.	3	Sc., water		34,003
121	1.16		16	22	Lo. St.	4	Li.	2	Sc., water		10,845
122	1.00		16	24	Lo. St.	4	Li.	2	Sc., water		9,414
123	1.23		12	20	Lo. St.	4	Li.	2	Sc., water		8,659
124	1.84		14	20	Lo. St.	3	Lo. St.	3	Lo. Sc., water		15,112
125	2.96		16	22	Lo. Fld.	4	Tr.	2	Sc., water		27,737
*126	1.97		12-16	24-26	Lo. St.	4	Li.	2	Li. Sc., water	Tr. Sc.	17,040
127	2.03		16	26	Lo. St.	4	Tr.	2	Sc., water		19,488
128	5.57		16	22-30	Fld.	4	Li.	2	Sc., water		52,311
129	3.02		16	22	Li., Set.	4	Tr.	2	Li. Sc., water		28,656
130	5.62		16	22-30	Li.	4	Li.	2	Sc., water		54,240
131	6.53		16	22	Li.	4	Li.	2	Li. Sc., water		59,735
132	1.13		16	26	Li.	4	Tr.	2	Sc., water		10,800
133	2.29		14	24	Lo. St.	3	Lo. St.	3	Sc., water		18,840
134	2.17		12, 16	24, 26	Lo. St.	4	Tr.	2	Li. Sc., water		19,452
135	3.29		14	22-24	Lo. St.	4	Tr.	2	Lo. Sc., water		27,071
136	1.75		16	25.8	Lo. St.	3	Lo. St.	3	Sc., water		16,440
137	4.52		16	25.6	Lo. St.	3	Lo. St.	3	Sc. water		42,450
138	7.57		14-16	24-26	Lo. St.	3	Lo. St.	3	Sn. Sc., water		63,240
139	1.29		12, 16	24, 26	Lo. St.	4	Li.	2	Sc., water		9,013
140	2.28		12, 16	24, 26	App. St.	4	App. St.	2	Sn. Sc., water		18,350
141	6.20		12, 14	24	Lo. St.	3	Lo. St.	3	Sc., water		45,815
	0.33		12	24	Lo. St.	5	Lo. St.	3	Sc., water		2,344
	0.25		12	24	Lo. St.	6	Lo. St.	3	Sc., water		1,733
†142	1.82		14	26	Sub.	6	Tr.	3	Sc., water		15,111
	1.04		14	26	Lo.	3	Tr.	3	Sc., water		8,571
143	3.14		12	24	Lo. St.	3	Lo. St.	3	Sc., water		22,050
144	5.23		12-14	24	Lo. St.	3	Lo. St.	3	Sc., water		37,920
145	1.00		16	22-26	Grv.	4	Grv.	2			9,357
146	5.62		14	22	Li. or Grn.	4	Li. or Grn.	2	Li. Sc., water		47,277
147	3.92		14	14, 24	Lo. St.	4	Li. St.	2	Sc., water		32,197
148	3.49		12	24	Lo. St.	3	Lo. St.	5-3	Lo. Sc., water		24,540
149	6.62		12	20	Lo. St.	3	Lo. St.	3	Sc., water		46,824
150	3.27		12, 14	24	Li.	3	Li.	3	Sc., water		23,076
151	5.99		12	24	Lo. St.	3	Lo. St.	3	Lo. Sc., water		42,013
152	2.50		16	26	Lo. St.	3	Lo. St.	3	Sc., water		23,472
153	8.13		12	24	Gr. or Sh.	4	Gr. or Sh.	2	Sc., water		57,563
	5.13		†12	24	Li.	4	Li.	2	Sc., water		36,456
154	11.49		10, 5	24			Grv., Sh.	6			81,000
155	2.50		16	26	Lo. St.	3	Lo. St.	3	Sc., water		23,467
156	3.10		14	22			Grv.	5	Sc., water		25,206

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1916—(Continued)

Equivalent 16' mileage	Costs			RECENT PAYMENTS			
	Per square yard of pavement	Per mile of 16'-20' highway	Total	Miles	Type	County	Highway No.
3.64	0.613	5,750	36,545 00	3.64	3" WB...	Mont...	107
3.22	0.672	10,920	30,788 00	3.25	Bit. Mac...	Mont...	108
2.01	0.646	8,540	17,681 54	2.30	Bit. Mac	Fulton	109
1.97	0.640	7,440	17,316 50	.....	Oiled.....	Fulton	110
0.56	.....	.....	6,100 00	.....	.....	Cort...	111
3.72	.....	.....	40,900 00	4.84	WB CO	Chem...	112
1.86	.....	.....	23,693 14	2.29	4" BM	Orange	113
0.91	0.127	3,680	4,106 80	.....	Sulphite	Orange	114
2.51	0.157	12,645	31,117 00	0.61	Bit. Mac	Orange	115
0.48	0.712	12,770	44,065 50	2.10	WB. Mac	Ulster	*116A
3.01	0.667	12,350	.....	2.60	Bit. Mac	Ulster	116B
0.77	0.663	12,393	8,635 07	.....	HO	Ulster	117
4.41	0.567	11,540	55,100 00	2.20	BM	Ulster	118
3.53	0.562	9,320	34,757 00	0.84	3" BM	Ulster	.....
3.92	0.687	9,570	37,500 00	3.92	Bit. Mac	Albany	119
3.62	0.613	9,540	35,546 70	4.14	Bit. Mac	Mont	120
1.16	.....	8,660	10,050 00	1.16	WB Mac	Onond	121
1.00	0.647	9,500	9,500 00	.....	.....	Onond	122
0.93	.....	.....	8,482 33	.....	Oiled...	Cort	123
1.61	0.590	8,570	14,412 06	.....	Oiled	Albany	124
2.96	.....	9,750	28,800 00	2.46	BM	Broome	125
1.61	0.776	10,620	19,260 88	0.48	4"8Con2"PCon	Broome	*126
3.08	.....	11,820	24,532 71	2.08	Bit. Mac	Broome	127
5.57	0.769	9,618	53,567 13	5.57	Brick	Erie	128
3.02	.....	8,630	26,013 00	1.90	6" PCon-16'	Erie	129
5.62	0.532	6,790	38,181 06	5.21	Brick	Erie	130
6.58	.....	7,710	50,739 61	3.15	Bit. Mac	Erie	131
1.13	0.645	8,490	9,600 00	1.13	Bit. Mac	Onond	132
2.01	0.556	9,160	19,504 65	0.96	Bit. Mac	Herk	133
2.07	0.666	10,290	21,716 30	1.33	Bit. Mac	.....	.....
2.89	0.686	10,470	31,901 91	.....	Oiled	Broome	134
1.75	0.614	8,010	14,013 00	.....	Oiled	Dutch	135
4.52	0.575	7,970	36,010 36	.....	Oiled	Clinton	136
6.74	0.562	7,905	56,178 85	3.30	Bit. Mac	Clinton	137
0.86	0.621	9,620	10,499 39	1.22	Oiled	.....	.....
1.96	.....	6,840	15,600 00	4.00	Bit. Mac	Clinton	138
4.89	0.757	10,970	.....	3.57	Oiled	.....	.....
0.25	0.938	12,850	63,826 96	1.04	BM	Oneida	139
0.18	1.119	14,360	.....	0.11	2" BM	.....	.....
1.60	0.595	12,681	39,317 12	0.72	BM	Oneida	140
0.91	0.624	14,025	.....	1.64	Oiled	.....	.....
2.35	0.666	11,270	30,430 00	1.00	Bit. Mac	Ulster	141
4.04	0.581	10,290	47,333 07	0.41	WB. Mac...	Ulster	*142
1.06	.....	6,240	6,240 00	2.85	Bit. Mac	.....	.....
6.04	.....	.....	40,625 79	2.01	WB. Mac....	West	143
3.43	.....	.....	36,700 00	3.13	Bit. Mac....	.....	.....
2.61	0.667	11,290	33,543 41	5.23	Bit. Mac	West	144
4.69	0.625	9,190	51,232 71	1.00	Bit. Mac	Deln	145
2.46	0.534	10,960	31,717 17	5.62	Bit. Mac	Ontario	146
4.45	0.540	11,660	62,104 62	3.28	Bit. Mac	Jeff	147
2.50	0.546	7,730	19,333 00	0.64	Brick	.....	.....
6.13	0.186	6,400	91,438 00	1.21	WB. Mac	West	148
3.88	0.676	11,000	.....	3.28	Bit. Mac	.....	.....
8.63	0.180	5,880	57,001 94	0.41	WB. Mac....	.....	.....
2.50	0.564	9,600	24,016 77	4.09	WB. Mac	West	149
2.69	0.113	9,840	25,696 37	2.12	Bit. Mac....	.....	.....
.....	.....	.....	.....	3.27	Bit. Mac	West	150
.....	.....	.....	.....	.....	Oiled	West	151
.....	.....	.....	.....	2.60	WB Mac	Mont	152
.....	.....	.....	.....	.....	Oiled	Orange	153
.....	.....	.....	.....	.....	Oiled.....	Orange	154
.....	.....	.....	.....	.....	Oiled.....	Mont	155
.....	.....	.....	.....	.....	Oiled.....	Orange	156

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	Miles	Width of	Width of roadway	MATERIALS USED IN CONSTRUCTION					Surfacing	Square yards of pavement
157	2.48	117	22	Grv.	Av. 5	So., water.				34,320
158	0.70	14	25.8	Lo. St. 3, 2.	5	Lo. St.	1	So., water.		6,749
159	2.11		26	Graded						19,179
	1.38	15	26			Grv.				12,167
160	4.93	14	22	Sh.	Av. 5					40,759
	3.42	14	22	Grv.	Av. 7					28,082
161	7.30	113	24	Lo. St.	3	Lo. St.				51,408
	1.31	14	24	Sh.	3	Sh.		Oil		10,768
162	1.39	14	24	Lo. St.	3	Lo. St.		cr.		11,413
163	1.71	16	26	Li.	3	Li.				15,936
*164										
165	2.06	16	24	Set.	4	Grv.				19,980
166	3.40	16	26	Lo. St.	4	Lo. St.				31,850
	0.24	14	20	Lo. St.	4	Lo. St.				1,984
167	4.74	12-16	22-28	Lo. St.	4	Lo. St.		Li. and Li. So.		34,032
167A	0.57	14	16	Lo. St.	4	Lo. St.		Li. and Li. So.		4,692
168	2.57	14-16	20-26	Lo. Li.	4	Lo. Li.				23,737
	0.75	15, 16	22-28	Lo. Li.	4	Lo. Li.				4,692
169	4.02	12	18	Li.	4	Li.				29,070
170	2.88	12	16	Li.	4	Li.				20,690
171	2.00	16	24	Lo. Li.	4	Lo. Li.		cr.		19,404
172	0.70	16	40	Lo. St.	4	Li.				6,750
173	1.00	16	28	Li.	4	Li.				9,243
174	2.17	16	24-28	Lo. St.	4	Tr.				30,320
175	1.84	12	18	Lo. St.	4	Tr.		cr.		12,887
176	2.31	16	32	Li.	3	Li.				21,612
177	5.00	14, 16	24-26	Li.	3	Li.				45,612
178	7.38	12	26	Tel. 8", Li. 3"	11	Li.				56,000
179	2.35	16	32	Li.	3	Li.		cr.		29,542
180		16	26	Lo. St.	3	Lo. St.		cr.		20,496
180A			(In center)			App. St.				
180	1.00	16	23	Lo. St.	3	Lo. St.				20,496
180A										
181	6.04	12	26	Lo. St.	4	Li.				42,587
182	2.98	12	25	App. St.	4	Grv.				20,353
	0.09	12	22	App. St.	8	Grv.		water		733
183	3.03	12	26	Lo. St.	4	Lo. St.				21,331
184	2.96	12	26	Grv.	4	Li.	2	So., water.		20,808
185		12	26	App. St.	4	App. St.	2	So., water.		7,040
185A		12	26			Li.	14	So., water		7,040
185	1.00	12	26	App. St.	4	Li.	34	So., water		7,040
185A										
186	1.00	12-16	26	Lo. St.	4	Li.	2	So., water.		8,305
187	1.72	12, 16	24-28	App. St.	3	Li. or Grv.	3	So., water.		13,335
188	4.83	12	20	Li. or Grv.	3	Li. or Grv.	3	So., water.		34,800
189	1.29	12	20	App. St.	3	Li. or Grv.	3	So., water.		9,180
190	2.87	12	20	Li. or Grv.	3	Li. or Grv.	3	Li. So., water.		16,956
191	4.55	12	18	Lo. St.	3	Li. or Grv.	3	Lo. So., water.		32,030
192	3.54	14	24	Li.	3	Li.	3	So., water.		28,738
193	8.13	12-16	26	Tel. 8", Li. 3"	11	Tr.	3	So., water.		74,070
194	1.49	14	34	Lo. St.	3	Lo. St.	3	So., water.		12,211
195	4.01	14	24	Lo. St.	3	Lo. St.	3	Lo. So., water.		33,799
196	3.02	18	21			Grv.	Av. 5			23,306
197	3.33	14	24	Lo. St.	3	Lo. St.	3	Lo. So., water.		27,235
198	4.29	16	22	Li.	3	Li.	3	So., water		37,656
	3.24	12	22	Lo. Bl.	3	Lo. Bl.	3	So., water		15,737
199	7.87	13	26	Tel. 8", Lo. 3"	11	Lo. St.	3	So., water		55,466
200	2.75	14-20	24	Li.	3	Li.	3	Li. So., water.		25,626
201	3.60	14-16	24	Lo. St.	3	Lo. St.	3	Lo. So., water		30,012

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage
3 66
0 61
2 04
1 30
4 34
2 99
5 48
1 15
1 22
1 71
2 06
3 38
0 21
3 63
0 50
2 55
0 71
3 10
2 20
3 00
0 70
1 00
2 17
1 37
2 31
4 86
5 97
2 35
2 82
2 82
4 53
2 17
0 08
2 27
2 22
0 75
0 75
0 75
0 87
1 43
2 71
0 96
1 81
3 42
3 06
7 99
1 30
3 80
3 44
2 90
3 59
1 08
5 00
2 73
3 20

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation.

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION			Square yards of pavement
	Accepted	Under contract			Surfacing			
202	5.42	.....	16	30	App. St.	3 Tr.	3 Sc., water.	50,904
203	2.18	.....	12, 16	20-24	Li	3 Li	3 Sc., water.	16,510
204	0.59	.....	12	20	Li	3 Li	3 Sc., water.	4,392
205	3.45	.....	12	22	Li	3 Li	3 Sc., water.	24,660
206	2.67	.....	12	20	App. & Grn. 3	6 Grn	1 Sc., water.	19,044
207	6.21	.....	14	24	Li	3 Li	3 Sc., water.	56,240
208	0.51	.....	16, 20	23-35	Li	4 Tr.	2 Sc., water.	6,052
209	0.94	.....	16	24, 28	Lo. St.	4 Li	2 Sc., water.	8,772
210	0.85	.....	16, 20	26, 28	Lo. St.	4 Li	2 Sc., water.	9,048
211	0.57	.....	12, 14	24	Lo. St.	4 Li	2 Sc., water.	4,248
212	1.01	.....	12, 14	24	Lo.	4 Li	2 Sc., water.	7,512
213	2.83	.....	16	28	Lo. St.	4 Li	2 Sc., water.	26,544
214	1.87	.....	12	28	Lo. St.	4 Li	2 Sc., water.	13,072
215	2.00	.....	16	28	Lo. St.	4 Li	2 Sc., water.	15,744
216	0.95	.....	14-30	18, 35	Lo. St.	3 Lo. St.	3 Sc., water.	10,656
217	1.00	.....	14	18, 35	Lo. St.	3 Lo. St.	3 Sc., water.	8,160
218	4.08	.....	12	26	Lo. St.	4 Li	2 Sc., water.	32,912
219	0.68	.....	14	20	Li	3 Li	3 Sc., water.	5,648
220	0.87	.....	16-25	22-40	Lo. St.	3 Lo. St.	3 Sc., water.	8,448
	0.11	.....	16	22	Lo. St.	6 Lo. St.	3 Sc., water.	1,056
221	0.13	.....	22	24	Lo. St.	3 Lo. St.	3 Sc., water.	1,152
	0.37	.....	22	24	Lo. St.	3 Li. †	3 Sc., water.	4,704
222	3.47	.....	†14-20	24	Lo. St.	3 Lo. St.	3 Sc., water.	29,088
223	3.90	.....	16	26	Li	6 Tr.	2 Sc., water.	36,864
224	5.82	.....	10	21	Lo. St.	4 Lo. St.	2 Sc., water.	34,176
225	5.75	.....	12-16	26, 28	Lo. St.	4 Li	2 Sc., water.	49,520
*226		.....					
227	2.10	.....	14	24, 28	Lo. St.	16 Tr.	3 Sc., water.	25,224
†228	2.19	.....	16	28	Lo. St.	4 Lo. St.	4 Sc., water.	20,832
228A	3.47	.....	14	24	Lo. St.	3 Lo. St.	3 Sc., water.	25,008
229	6.93	.....	14	24, 26	Li	3 Li	3 Sc., water.	54,528
230	8.27	.....	†16-22	24-28	Lo. St.	3 Lo. St.	3 Sc., water.	87,744
231	7.01	.....	14-16	26	App. St.	3 App. St.	3 Sc., water.	54,024
	0.07	.....	9-31		S Con.	6 Brick	4	2,016
232	2.64	.....	14	28, 30	Lo. St.	3 Lo. St.	3 Sc., water.	21,216
233	1.84	.....	16	26	Lo. St.	3 Tr.	3 Sc., water.	15,264
234	6.89	.....	12	22, 26	Li	4 Li	2 Sc., water.	42,768
235	2.23	.....	12-16	26	Lo. St.	4 Li	2 Sc., water.	17,712
236	4.19	.....	12-20	24-40	Gn	4 Gn	2 Li. Sc., water.	31,776
237	1.45	.....	16	26	Lo. St.	4 Li	2 Sc., water.	13,072
238	5.09	.....	12	24, 2	Li	4 Li	2 Sc., water.	36,000
239	4.96	.....	14, 16	18, 26	Lo. St.	3 Lo. St.	3 Sc., water.	41,648
†240	1.00	.....	15	35	Grv Con.	6 Brick	4	9,000
241	4.36	.....	16	32	Lo. St., or Tr.	3 Lo. St.	3 Sc., water.	46,784
242	1.23	.....	14	26	Lo. St.	3 Lo. St.	3 Sc., water.	10,176
243	1.72	.....	16	28	Lo. St.	4 Li	3 Sc., water.	15,168
	0.12	.....	16	28	S Con.	6 Brick	4	1,248
244	0.01	.....	14	24, 26	Lo. St.	3 Tr., Li	3 Sc., water.	49,032
245	1.21	.....	12	22-26	Lo. Li	4 Li	2 Sc., water.	8,880
246	0.36	.....	16	26	St. 6, St. 2	8 St.	1 Sc., water.	1,376
	1.67	.....	14-16	24-26	St. 3, St. 2	5 St.	1 Sc., water.	14,736
247	4.82	.....	12, 14	23-25	Lo. St. 3, Lo. St. 2	5 Sy	1 Sc., water.	34,848
248	2.02	.....	12	24	App. St. 3, 2	5 App. St.	1 Sc., water.	14,112
249	3.14	.....	14	24, 32	Lo. St. 3", 2"	5 Li	1 Sc., water.	25,296

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs			
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share
5 42	0 424	9,940	53,889 17	26,944
1 76	0 645	14,965	19,295 27	9,647
0 47	0 720	11,600	5,349 84	2,674
2 63	0 048	13,240	39,000 00	19,500
2 02	0 751	9,870	20,646 70	10,322
6 00	0 665	9,069	52,432 28	26,216
0 64	0 839	11,790	8,450 00	4,225
0 94	0 610	8,070	7,539 68	3,769
0 97	0 803	12,480	11,281 63	5,640
0 46	0 621	9,280	4,639 71	2,319
0 80	0 615	10,093	8,987 86	4,493
2 83	0 596	11,010	31,144 44	15,572
1 39	0 575	9,900	15,911 77	7,955
2 00	0 541	7,630	15,412 00	7,706
1 13	0 542	9,900	10,787 29	5,393
0 67	0 556	9,770	9,569 47	4,784
3 57	0 561		37,700 00	18,850
0 60	0 648	8,885	6,483 33	3,244
0 90	0 578	10,700	10,752 61	5,376
0 11	0 906	14,080		
0 15	0 626	10,155	7,221 15	3,610
0 51	0 823	11,983		
3 17	0 603	9,690	31,979 04	15,989
3 90	0 830	12,380	48,491 35	24,245
3 64	0 439	8,000	37,548 06	18,774
5 28	0 471	8,640	47,588 71	23,794
2 86	0 802	10,890	30,700 00	15,350
2 20	0 706	12,220	61,600 00	30,800
3 03	0 810	10,670		
6 02	0 580	12,470	31,500 00	15,750
8 67	0 531	10,360	33,200 00	16,600
6 19	0 604	9,980	66,100 00	33,050
0 29	2 800	20,540		
2 31	0 658	8,700	21,000 00	10,500
1 84	0 809	8,620	14,130 00	7,065
6 24	0 578	10,320	62,150 00	31,075
1 85	0 669	9,700	19,130 00	9,565
3 39	0 616	9,700	39,488 09	19,744
1 45	0 635	8,780	12,700 00	6,350
3 94	0 561	8,470	36,450 00	18,225
4 63	0 577	11,170	52,500 00	26,250
3 97	2 049	32,160	32,950 00	16,475
4 36	0 651	5,355	36,730 00	18,365
1 54	0 649	8,320	9,410 00	4,705
1 72	0 631	15,350	27,700 00	13,850
0 12	2 750	21,210		
5 22	0 746	10,820	59,550 00	29,775
0 92	0 715	14,485	15,567 32	7,717
0 36	0 976	11,870	18,850 00	9,425
1 57	0 680	8,990		
2 69	0 595	10,220	42,270 00	21,135
1 51	0 714	10,580	17,980 00	8,990
2 78	0 670	9,700	28,000 00	14,000

ANNUAL REPORT OF THE

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

618 for explanation.

Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
Accepted	Under contract			BOTTOM		TOP		Refracing	
				Kind	Thickness	Kind	Thickness		
1 22		23	25	TCon.	6	App St	3	Asp. (?) M. M	17,160
4 61		16	30-32	Lo. St	3	Lo.St.2Gnl	3	Sc., water	43,321
2 04		18	32	Lo. St	4	Lo. St	2	Sc., water	24,800
3 15		12	20	Li. or Lo. St	3	Li	3	Sc., water	22,524
2 92		12	20	Fld	3	Li	3	Sc., water	21,144
3 13		15, 20	26, 38	Li. or Lo. St	3	Li	3	Sc., water	21,944
3 11		16	26	Li. 3, App. St. 3	6	Li	3	Sc., water	29,400
1 92		16	26	Li	3	Li	3	Sc., water	6,900
2 55		16	25	Li. 3, Li. 3 †	6	Li	3	Sc., water	18,076
3 60		16	28	Lo. St	4	Grn.	3	Sc., water	35,073
3 36		16	26	Lo. St	4	Grn.	3	Sc., water	32,736
5 44		14, 16	30-34	Lo. St 3", 2"	5	Lo. St	1	Sc., water	45,280
7 34		14	26	Lo. St	3	Li	3	Sc., water	90,396
4 31		14	26	Lo. St	3	Li	3	Sc., water	35,408
5 86		14, 16	24, 32	Lo. St. 3, 2	5	Lo. St	1	Sc., water	49,394
4 66		14	24	Lo. St. 3, 2	5	Lo. St	1	Sc., water	36,256
1 07		16	24-26	Lo. St	5	Li	3	Sc., water	10,075
3 16		16	24-26	Lo. St	3	Li	3	Sc., water	29,621
0 74		16	26	Li. or Lo. St	3	Li or Lo. St	3	Sc., water	6,999
2 78		14	2	Lo. St. 3, Tr. 2	5	Tr	1	Sc., water	23,467
1 70		12	26	Lo. St	3	Sy	3	Sc., water	11,990
8 00		12	23, 26	Lo. St	5	Lo. St	3	Sc., water	42,240
1 00		12, 16	26	Lo. St	4	Tr	2	Sc., water	7,690
4 30		12	20	Lo. Fld	4	Grn.	3	Sc., water	31,008
1 16		16	32	Tr 3, Tr. 2	5	Tr	1	Sc., water	6,582
4 03		16	32	Li. St 3, Sy. 2	5	Sy	1	Sc., water	37,628
4 01		16	32	Lo. St	4	Lo. St	2	Sc., water	37,774
0 45		16	32	Old Mac		Sy	3	Sc., water	4,236
1 22		16	28	Li	3	Li	3	Sc., water	12,133
1 30		16	26	Lo. St	4	Li	2	Sc., water	12,366
1 73		12	24, 26	App. 3, Tr. 2	5	Tr	1	Sc., water	12,474
3 03		12	24	Lo. St	5	Lo. St	3	Sc., water	21,164
4 14		16	22	Fld	3	Li	3	Sc., water	40,212
3 44		12	26	Gn	3	Gn.	3	Sc., water	24,217
2 41		16	26	Lo. St	4	Li	2	Sc., water	22,842
2 48		16	26	Lo. St	4	Tr	2	Sc., water	22,436
1 66		16	26	Fld	4 1/2	Tr	1 1/2	Sc., water	15,744
7 13		12	26	Lo. St	3	Lo. St	3	Sc., water	50,106
6 11		12	28	Fld	5	Li	1	Sc., water	38,000
3 61		14-20	26	Lo. St., 3, 2	5	Lo. St	1	Sc., water	23,690
3 62		12	24, 26	Lo. St., 3, 2	5	Lo. St	1	Sc., water	25,390
5 55		12	28	Lo. St	4	Grn.	3	Sc., water	39,325
4 75		†12-20	26	App. St., 3, 2	5	App. St	1	Sc., water	27,620
3 72		18	28			Grv.			39,290
1 06		16	26	Li	5	Sy	1	Sc., water	10,166
0 89		16	26	Lo. St	4	Li	1	Sc., water	5,434
1 00		12	26	Imp. Li	4	Li	1	Sc., water	7,066
0 33		16	26	Lo. St	4	Li	1	Sc., water	3,090
0 67		12	26	Li	4	Li	1	Sc., water	4,768
5 89		12	24, 32	Lo. St	4	Grn.	1	Sc., water	42,597
2 80		16	26	Lo. St	4	Set.	1	Sc., water	29,460
4 54		16	26	Lo. St	4	Tr	1	Sc., water	42,696
3 74		†16	26	Li	4	Gn.	1	Sc., water	35,316
2 20		14	24	Lo. St	3	Lo. St	1	Sc., water	18,064
2 77		12	26	Lo. St	3	Lo. St	1	Sc., water	19,534
1 13		12	22	Lo. St	3	Lo. St	1	Sc., water	7,933
2 34		12	22-26	Lo. St	3	Lo. St	1	Sc., water	16,390
2 00		14	24	App. St. 3, 2	5	App. St	1	Sc., water	16,437
2 21		16	26	Li	4	Li	1	Sc., water	20,928
5 64		14	24-28	Dol	3	Li	1	Sc., water	46,296
7 25		16	22-28	Li	3	Li	1	Sc., water	67,992
1 15		16	22-24	Lo. St	3	Tr	1	Sc., water	10,728
4 41		16	22-24	Lo. St	3	Lo. St	1	Sc., water	41,448
7 16		14	26	Set	4	Set	1	Sc., water	58,788

* list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1915 — (Continued)

Equivalent 16' mileage	Costs				of t	PRESENT PAYMENT			County	Highway No.		
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share		Year resurfaced	Miles	Type				
1 83	1 850	24,005	164,063 00	62,031 50	7/	1914	2 50	BM	Oneida	250		
4 61	0 844	15,453				1916	2 02	2" BM				
2 64	0 753	14,003				1916	2 72	2" MM-2				
2 40	0 625	7,540	18,879 70	9,189 00	7/	1912	0 70	WB. Oiled	Niagara	261		
2 25	0 621	9,430	21,623 00	10,811 50	7/			Oiled	Monroe	252		
2 33	0 665	9,370	21,701 57	10,850 78	7/	1916	0 70	Brick-20, 38	Monroe	253		
3 23	0 787	8,660	27,700 00	13,850 00	7/	1913	1 14	Bit. Mac	Monroe	254		
0 73	0 511	7,263	23,725 00	11,862 50	7/			Oiled	Monroe	255		
1 92	0 776	9,755										
3 60	0 593	7,880	28,385 96	14,182 98	7/			Oiled	Monroe	256		
3 49	0 595	7,595	26,250 00	13,125 00	7/			Oiled	Monroe	257		
4 82	0 620	9,540	52,020 00	26,010 00	7/			Oiled	Clinton	258		
6 42	0 649	9,570	64,446 00	32,223 00	7/	1915	7 34	B. M	Clinton	259		
3 76	0 867	10,980	42,960 00	21,480 00	8/			Oiled	Clinton	260		
6 15	0 667	9,310	50,150 00	25,075 00	7/			Oiled	West.	261		
4 08	0 676	8,670	36,744 24	18,372 12	7/			Oiled	West.	262		
1 07	0 911	11,370	42,400 00	21,200 00	7/				Erie	263		
3 16	0 713	9,560										
0 74	0 711	9,280	6,824 24	3,412 12	7/			Oiled	Erie	264		
2 43	0 688	11,590	20,000 00	15,000 00	7/	1915	2 78	Bit. Mac	Broome	265		
1 27	0 661	10,210	14,670 00	7,335 00	7/			Oiled	Broome	266		
4 50	0 900	12,150	60,250 00	30,125 00	7/			Oiled	Broome	267		
0 81	0 622	11,580	10,629 79	5,314 90	7/			Oiled	Broome	268		
3 31	0 615	8,560	28,670 50	14,335 25	7/			Oiled	Monroe	269		
1 02	0 9 6	11,205	11,728 34	5,864 17	7/			Oiled	Nassau	270		
4 03	0 805	12,410										
4 01	0 678	11,170	99,700 00	49,850 00	9/	1916	4 48	2" BM	Oneida	271		
0 43	0 479											
1 35	0 769	10,830	13,700 00	6,850 00	7/	1910	1 21	Bit. Mac	Erie	272		
1 30	0 636	13,270	17,250 00	8,625 00	12/	1914	1 31	Bit. Mac	Seneca	273		
1 34	0 617	10,710	15,990 08	7,995 04	7/			Oiled	Broome	274		
2 25	1 010	13,530	33,717 00	16,858 50	6/			Oiled	Broome	275		
4 28	0 701	9,250	39,200 00	19,600 00	7/	1914	1 62	Bit. Mac	Monroe	276		
2 55	0 678	10,630	31,131 54	15,565 77	7/				Hamilton	277		
2 41	0 796	10,780	25,937 06	15,822 83	9/	1914	2 41	Bit. Mac	Oswego	278		
2 48	0 761	10,875	26,963 87	14,290 75	9/18/06			Oiled	Oswego	279		
1 66	0 659	10,280	17,062 12	8,531 06	9/18/06	100	1/10/08	1914	1 66	Bit. Mac	Oswego	280
									Orange	281		
3 34	0 658	10,640	65,775 00	32,887 50	8/30/06	100	8/24/08		Oiled	Orange	282	
3 84	0 584	15,140	70,400 00	35,200 00	9/ 4/06	100	11/ 2/08		Oiled	Orange	283	
2 59	0 580	9,800	35,440 00	17,720 00	7/ 2/06	100	7/11/08		Oiled	Seneca	284	
2 70	0 622	11,240	34,900 00	17,450 00	7/ 7/06	100	12/21/07		Oiled	Seneca	285	
4 19	0 627	8,180	37,379 81	18,689 81	9/20/07	100	7/20/09		Oiled	Monroe	286	
4 01	0 709	10,250	43,750 00	21,875 00	8/30/06	100	12/25/07	1914	0 41	B. M	Seneca	287
								1916	4 34	WB 3"		
4 19	0 198	4,290	16,867 35	8,433 68	7/ 3/06	100	7/ 1/07		Oiled	Seneca	288	
									Suffolk	289		
1 09	0 900	12,830	13,826 00	6,913 00	8/31/06	100	5/18/08	1914	1 06	Brick	Onondaga	290
0 89	0 722	12,810	11,400 00	5,700 00	10/18/07	100	12/30/08		Oiled	Onondaga	291	
0 75	1 055	12,966	10,511 19	5,255 59	7/10/06	100	9/ 8/08	1914	1 00	Bit. Mac	Onondaga	292
0 33	0 808	10,025	9,496 34	4,748 17	7/10/06	100	8/10/09	1914	1 00	Oiled	Onondaga	293
0 51	0 959	11,440										
4 54	0 631	9,040	45,030 00	22,500 00	9/17/07	100	11/30/08	1915	2 92	WB, Mac	Monroe	294
2 80	0 864	12,540	35,100 00	17,550 00	7/10/06	100	1/16/08		Oiled	Oneida	295	
4 54	0 904	11,780	53,504 00	26,752 00	7/10/06	100	1/22/08		Oiled	Oneida	296	
3 74	0 881	11,525	43,100 00	21,550 00	7/10/06	100	7/30/07		Oiled	Oneida	297	
1 93	0 623	8,280	16,600 00	8,300 00	7/ 9/06	100	10/ 8/08		Oiled	Mont.	298	
2 08	0 902	12,350	29,072 00	14,536 00	7/11/06	100	7/—/08		Oiled	Mont.	299	
0 85	0 875	11,382	10,200 00	5,100 00	7/11/06	100	12/ 3/08		Oiled	Mont.	300	
1 75	0 610	8,300	16,000 00	8,000 00	7/ 9/06	100	10/—/07		Oiled	Mont.	301	
1 75	0 612	9,320	17,300 00	8,650 00	7/ 9/06	100	10/—/07		Oiled	Mont.	302	
2 21	0 651	9,910	21,912 00	10,956 00	9/20/07	100	9/30/08		Oiled	Mont.	303	
4 93	0 650	11,650	61,294 19	33,773 10	9/20/07	100	7/14/10		Oiled	Mont.	304	
7 25	0 843	9,000	69,625 00	34,812 50	7/ 3/06	100	10/—/08		Oiled	Ulster	305	
1 15	0 667	10,858	56,600 00	28,300 00	5/20/07	100	11/ 4/08			Ulster	306	
4 42	0 571	9,988										
6 27	0 636	9,700	64,100 00	34,614 00	9/19/07	100	11/ 5/08		Oiled	Ulster	307	

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation.

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Surfacing	
					Kind	Thickness	Kind	Thickness		
308	4 16		†16	24	Set	11	Set	11	Sc., water	39,304
309	3 97		14, †16	26	Set	3	Set	3	Asp. (10)	33,073
310	0 38		14	26	Set	3	Set	3	Sc., water	2,333
311									C. O. (10)	
312	4 33		12	22	Lo. St.	3	Lo. St.	3	Sc., water	30,534
313	4 80		12	22	Set	3	Set	3	Sc., water	34,272
313A	1 00		14	24, 26	Set	3	Set	3	Asp. (10)	3,385
314	4 37		11	26, 28	Lo. St.	3	Lo. St.	3	Sc., water	40,966
315	2 72		16†	24-26	Lo. St.	†11	Lo. St.	3	Sc., water	24,271
	0 82		16†	24-26	Lo. St.	3	Lo. St.	3	Sc., water	7,415
316	1 26		16	26, 28	Lo. St. 3, 2	5	Lo. St.	1	Li. Sc., water	11,890
317	1 98		16	28	Lo. St.	3	Tr. 1	3	Sc., water	16,492
	0 74		16	28	Lo. St.	3	Li.	3	Sc., water	6,876
318	2 03		14	24	Lo. St.	3	Lo. St.	3	Sc., water	16,640
319	3 66		16	22-32	Li.	3	Li.	3	Sc., water	34,224
320	5 72		16	28	Lo. St.	4	Li.	2	Sc., water	54,456
321	4 31		16	26, 28	Sub	8	Li.	3	Asp. (10)	41,004
322										
323	3 86		16	28, 32	Sub. 5, App					
					St. 2	7	Li.	2	Asp. (10)	36,312
324	3 19		16	28	Sub.	7	Li.	3	Asp. (10)	30,506
		2 49	12	28	Fld	7	Li.	3	Asp.	17,347
325		0 46	12	28	Fld	10	Li.	3	Asp.	3,151
			4		(Shrinkers)	1	Li.	4	Water	6,434
326	4 03		14-16	28-30	Sh	7	Imp. Li.	3	Trn. (7)	33,302
327									Sec. (1)	
328	1 31		12	26	Lo. St.	4	Li.		water	9,918
329	2 04		12	24-26	App. St.	4	Li.		water	14,546
	0 24		12	24	App. St.	4	Li.		water	1,567
330	2 44		14	22-28	Lo. St.	4	Li.		water	20,295
331	3 88		14, 16	26, 28	Grn.	3	Grn.		water	34,440
332	3 23		14	24, 26	Lo. St.	3	Lo. St.		water	26,472
333	1 00		14	24-32	Li.	3	Li.		water	4,919
334	1 65		16	32	Li.	3	Li.		water	15,757
335	6 20		12	24, 32	App. St.	3	Li.		water	38,078
336	3 17		12	24-28	Lo. St.	4	Li.		water	22,911
337	1 58		12	26	Li.	4	Li.		water	11,123
338	1 39		16	26	Lo. St.	4	Li.		water	13,046
339	3 29		12-16	22-26	Li.	4	Li.		water	24,394
340	7 25		14	28	Lo. 3, Li. 2	5	Li.		water	61,224
341	2 60		16	26, 28	Lo. St. 3, 3	6	Tr.		water	34,473
342	1 11		16	24			Grv. Av.			10,314
343	2 23		14	24, 26	Lo. St.	3	Lo. St.		water	14,246
344	1 78		14	24, 26	Lo. St. 3, 2	5	Lo. St.		water	14,619
345	4 66		14	24-30	Gn	3	Gn		water	35,511
346	2 52		14	24	Li.	3	Li.		water	26,441
347	2 87		14	24	Set	3	Gn. Li.		Tr. (1)	23,927
348	1 96		16	26	Li. 4, Li. 2	6	Li.	†2	water	14,715
349										
350	2 98		14, 16	26	App. St.	4	App. St.		p. (10)	27,768
	3 97		14, 16	26	App. St.	4	App. St.		p. (10)	42,262
	0 31		16	26	App. St.	4	App. St.		p. (10)	2,234
351	7 80		14	24, 26	Sub	6	Set		p. (10)	64,930
352	1 91		14	26	Grv. Con(d)(24)	6			Sc., HO (10) T (17)	13,666
353										
354	1 17		†18-32	30-32	SCon(d)(1,6,24)	5	Brick(2,25)			17,000
355	4 51		16	26-41	Li.	3	Tr.		water	42,041
356	9 22		16-20	24-32	Li.	3	Li.		water	96,141
357	1 57		16	28, 32	Li. 3	3	Tr.		water	14,246
358	5 63		16	30	Lo. St.	3	Tr.		water	52,811
	1 45		16	3	Lo. St.	6	Tr.		water	13,446
359	1 89		16	23	Lo. St.	3	Gn		Sc., water	17,770
360	0 35		16	26	Lo. St.	3	Tr. 2, 1		Sc., water	3,276
361	2 23		16	26	Lo. St., 3, 2	5	Lo. St.		Sc., water	20,835
362	1 71		24	28	Lo. St., Gn	3	Gn.		Sc., water	18,267

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1915 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
4.16	0.683	12,630	52,550 00	26,275 00	1/10/08	100	11/ 2/08	.....	.....	Oiled.....	Ulster...	308
3.52	0.680	10,735	42,367 30	21,183 65	5/ 3/11	100	1/ 8/12	.....	.....	.....	Ulster...	*309
0.25	0.556	9,570									Ulster...	310
3.30	0.593	11,204	41,067 00	20,533 50	9/ 4/06	100	9/21/08	.....	.....	Oiled.....	Ulster...	*311
3.60	0.500	13,080	57,400 00	28,700 00	9/ 3/07	100	11/—/08	.....	.....	.....	Orange...	312
0.89	0.650	14,760	14,098 88	7,244 27	12/ 6/11	100	9/—/13	.....	.....	.....	Orange...	313
4.37	0.602	13,490	58,900 00	29,450 00	6/30/06	100	9/—/08	{ 1914 1915	2.49 1.88	Concrete (a) Concrete (a).	Orange...	313A
2.87	0.692	9,310	32,700 00	16,350 00	7/ 9/06	100	6/23/08				.....	.....	Oiled.....	Otsego...	314
0.84	0.533	8,290						Otsego...	315			
1.26	0.653	10,120	12,750 00	6,375 00	7/10/06	100	10/28/07	.....	.....	Oiled.....	Otsego...	316
1.98	0.714	9,840	26,200 00	13,100 00	7/10/06	100	8/24/08	1915	2.73	Bit. Mac.....	Otsego...	317
0.74	0.643	9,200									Otsego...	318
1.77	0.635	10,040	18,871 15	9,435 58	6/30/06	100	7/19/07	1915	2.03	Bit. Mac.....	Otsego...	319
3.66	0.640	10,600	38,800 92	19,400 46	6/30/06	100	10/21/07	1915	3.66	Bit. Mac.....	Otsego...	320
5.72	0.569	8,820	50,467 70	25,233 85	9/18/07	100	10/11/09	1915	5.72	Bit. Mac.....	Seneca...	321
4.31	0.935	12,360	53,257 02	26,623 51	11/12/03	100	12/15/10	.....	.....	.....	Seneca...	*322
3.86	0.993	12,290	47,390 70	23,695 35	2/18/10	100	8/ 8/11	.....	.....	Oiled.....	Seneca...	323
3.19	0.875	11,680	37,266 01	18,633 00	3/25/11	100	1/19/12	.....	.....	Oiled.....	Seneca...	324
1.87	1.449	17,180	44,600 00	22,485 00	8/17/11	17	.....	.....	.....	.....	Seneca...	325
0.35	1.782	20,335									Seneca...	326
0.74	0.351	.....	51,890 03	28,263 52	6/11/12	100	11/ 8/14	.....	.....	.....	Seneca...	*327
3.55	1.231	14,201									Seneca...	328
1.05	0.563	17,765	21,932 07	10,966 07	8/31/06	100	11/ 9/08	1914	1.31	Bit. Mac.....	Onon...	329
1.56	0.742	16,510	34,400 00	17,200 00	11/23/06	100	8/—/08	1915	2.21	Bit. Mac.....	Onon...	330
0.20	0.961	18,430									Onon...	331
2.16	0.777	11,800	26,743 01	13,903 97	9/20/07	100	12/30/08	1916	2.44	W. B. 2 1/2".....	West....	332
3.67	0.837	13,800	51,894 96	25,947 48	7/20/06	100	12/—/08	1914	.....	WB. C. O.....	West....	333
2.82	0.805	12,900	38,551 00	19,275 50	7/20/06	100	11/ 5/03	1914	.....	WB. C. O.....	West....	334
0.95	0.654	9,207	9,395 93	4,692 96	7/10/06	100	12/24/06	.....	.....	Oiled.....	Ontario..	335
1.68	0.670	8,834	15,153 43	7,576 71	7/10/06	100	8/28/07	1915	1.69	Bit. Mac. M.M.	Ontario..	336
4.06	0.644	9,280	41,295 40	20,647 70	7/ 5/06	100	8/28/07	.....	.....	Oiled.....	Ontario..	337
2.44	0.611	12,800	36,350 00	18,175 00	8/30/05	100	12/—/08	.....	.....	Oiled.....	Tomp...	338
1.19	0.761	10,160	13,245 11	7,284 82	9/20/07	100	12/—/08	.....	.....	Oiled.....	Madison..	339
1.35	0.572	10,700	14,900 00	7,450 00	8/30/03	100	11/ 8/08	.....	.....	Oiled.....	Tomp...	340
2.60	0.624	10,620	30,962 00	15,481 00	9/18/06	100	12/—/08	.....	.....	Oiled.....	Madison..	341
6.52	0.601	8,580	58,120 00	29,060 00	7/ 6/06	100	6/—/08	.....	.....	Oiled.....	Saratoga..	342
2.60	0.776	10,610	27,600 00	13,800 00	7/ 6/06	100	8/14/03	.....	.....	Oiled.....	Colum...	343
1.11	0.130	7,370	8,200 00	4,100 00	8/28/06	100	9/—/08	.....	.....	.....	Colum...	344
1.94	0.668	11,610	24,078 97	12,039 49	7/ 7/06	100	9/16/07	.....	.....	Oiled.....	Dutch...	345
1.56	0.648	10,850	17,950 01	8,975 01	7/ 9/06	100	8/27/07	.....	.....	Oiled.....	Dutch...	346
4.07	0.634	10,880	42,066 08	21,033 04	12/18/07	100	7/—/10	.....	.....	Oiled.....	Mont...	347
2.22	0.674	11,260	26,473 01	14,560 16	11/12/08	100	9/24/10	.....	.....	.....	Mont...	348
2.48	0.938	13,790	36,158 00	18,079 00	11/12/08	100	1/ 1/10	.....	.....	Oiled.....	Mont...	349
1.96	0.430	14,745	28,831 91	13,440 96	7/ 9/06	100	8/15/03	.....	.....	Oiled.....	Onon...	*350
2.95	0.717	13,070	95,628 28	49,019 44	2/14/10	100	9/ 9/11	.....	.....	.....	Ulster...	351
3.54	0.802	13,870									Ulster...	352
0.31	0.893	14,720	77,240 08	42,161 18	4/17/12	100	10/—/13	.....	.....	.....	Ulster...	*353
6.91	0.664	10,600									Ulster...	354
1.66	0.908	13,730	24,170 09	14,776 95	4/15/12	100	1/18/13	.....	.....	.....	Ulster...	355
1.81	2.353	45,825	98,948 51	34,834 38	6/10/12	100	11/18/15	.....	.....	.....	Ulster...	356
4.48	0.816	12,900	58,000 00	29,378 10	3/ 9/08	100	12/17/08	.....	.....	Oiled.....	Chem...	357
9.18	0.865	10,610	98,183 90	49,091 95	7/ 7/06	100	1/30/08	1915	2.35	Bit. Mac.....	Chem...	358
1.57	0.818	9,922	15,754 30	7,877 15	9/13/06	100	11/ 8/07	.....	.....	Oiled.....	Chem...	359
5.63	0.843	10,630	80,600 00	40,300 00	12/ 2/07	100	12/15/03	.....	7.15	Oiled.....	Chem...	360
1.45	1.135	13,370									Chem...	361
1.89	0.605	9,750	18,430 00	9,315 00	7/10/06	100	7/11/08	1915	1.89	Bit. Mac.....	Herk....	362
0.35	0.781	11,860	4,150 00	2,075 00	7/ 2/06	100	5/—/07	1914	0.85	Bit. Mac.....	Herk....	363
2.22	0.680	10,130	22,482 70	11,241 35	7/ 9/06	100	11/13/07	1913	2.22	Bit. Mac.....	Fulton..	364
1.95	0.708	12,220	20,900 00	12,122 00	9/20/07	100	10/—/08	{ 1914 1916	1.12 0.59	BM..... BM 2" 16'...	Fulton..	365

APPENDIX A — COUNTY HIGHWAYS JANUARY 1

See page 518 for explanation.

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement	
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing		
					Kind	Thickness	Kind	Thickness				
363	1.37		14	26-28	App. St.	3	App. St.	3	Sc., water.		12,224	
364	3.13		14	24, 26	App. St.	3	App. St.	3	Sc., water.		25,707	
365	1.90		14	24	App. St.	3	Tr. 2, 1	3	Sc., water.		15,605	
†366	6.49		16	24	Lo. St.	3	Lo. St.	3	Sc., water.		58,173	
366A	0.14		16	24	Lo. St.	6	Lo. St.	3	Sc., water.		1,345	
	0.21		16	24	Lo. St.	5	Lo. St.	3	Sc., water.		2,006	
†367	6.75		14	22, 24	App. St.	4	Li.	2	Sc., water.		55,404	
368	3.38		14	28	Li.	4	Li.	2	Sc., water.		28,152	
369	2.98		14	22	Lo. St.	4	Li.	2	Sc., water.		24,516	
370	0.48		16	24-26	Lo. St.	4	Tr.	3	Sc., water.		4,497	
	2.27		42-16	24-32	S. Con.	5	Br.	4			27,219	
†371			7	32	Li.	3	Br.	4			11,499	
	2.79		15	8	32	Li.	3	Li.	4½	Sc., water.	(Shoulders)	13,133
			7	26	Li.	4	Br.	4			3,832	
†372	0.93		15	8	26	Li.	3	Li.	4½	Sc., water.	(Shoulders)	4,380
	5.20		15	7	26	S Con. (d)	5	Br.	4			21,342
			8	26	Li.	3	Li.	3	Sc., water.	(Shoulders)	24,391	
373	7.93		12-32	28, 32	Li.	3	Li.	3	Sc., water.		61,243	
	0.83		12-32	16, 32	Li.	5	Li.	3	Li. Sc., water.		5,867	
374	1.13		12	20-28	Lo. St.	3	Lo. St.	3	Sc., water.		7,976	
	2.22		12	26-28	Lo. St.	4	Lo. St.	4	Sc., water.		15,645	
375	0.62		16	28	App. St.	3	Tr. 2, 1	3	Sc., water.		5,832	
376	2.39		12	26	Lo. St.	3	Lo. St.	3	Sc., water.		16,826	
377	0.42		16	26	Lo. St.	4	Li.	2	Sc., water.		3,744	
378	2.92		16	24, 26	Lo. St.	4	Li.	2	Sc., water.		27,193	
379	0.92		12	26	Lo. St.	4	Li.	2	Sc., water.		6,570	
380	4.39		12	24	Fld.	4	Li.	2	Sc., water.		31,212	
381	2.72		12-16	24, 26	Lo. St.	4	Li.	2	Sc., water.		20,854	
382	6.57		14	26	Sst.	3	Tr.	3	Sc., water.		54,036	
383	2.19		16	24, 26	Li.	4	Li.	2	Sc., water.	T (17)	20,556	
384	3.17		12	24-28	Li.	4	Li.	2	Sc., water.		22,283	
385	0.76		16	32	Li.	4	Li.	4	Sc., water.		7,111	
	4.38		16	32	Li.	4	Li.	3	Sc., water.		41,095	
386	3.47		†12-16	28-32	Lo. St.	3	Lo. St.	3	Sc., water.		28,931	
387	5.56		12-16	26-32	Lo. St.	3	Lo. St.	3	Sc., water.		40,017	
	0.10		12	26-32	Lo. St.	5	Lo. St.	3	Sc., water.		667	
†388	3.42		12-20	24-32	Lo. St.	4	Grn.	3	Sc., water.		26,560	
389	3.08		12	22, 32	Lo. St.	3	Li.	3	Sc., water.		21,665	
390	2.79		12	24, 32	Li.	3	Li.	3	Sc., water.		19,656	
391	2.04		12	24-32	Lo. St.	3	Li.	3	Sc., water.		14,320	
	2.50		12	24-32	Lo. St.	3	Li.	3	Sc., water.	Oil	17,600	
392	3.34		†16	25-32	Lo. St.	3	Li.	3	Sc., water.	Oil	31,371	
393	3.61		14-16	30-32	Grn.	4	Grn.	2	Asp. (3)		32,287	
394	3.25		14	24, 30	Sst.	3	Grn.	3	Asp. (3)		26,640	
395	5.40		12-16	22-32	Gn.	3	Li.	3	Asp. (3)		47,168	
*396												
397	4.62		14		Grn.	4	Li.	2	Asp. (3)		37,940	
	1.90		14		Gn.	4	Lo. St.	2½	Asp. (3)		15,623	
	0.98		12	30	Lo. St.	3	Lo. St.	3	Sc., water.		6,933	
398	1.21		12	28-30	Lo. St.	4	Lo. St.	3	Sc., water.		8,534	
	2.94		12	28-30	Lo. St.	5	Lo. St.	3	Sc., water.		20,639	
	0.40		†17-18	28	Lo. St.	4½	Lo. St.	3	Sc., water.		4,216	
399	2.83		16	26, 32	Li.	5	Li.	3	Sc., water.		26,565	
	3.99		16	26	Li.	5	Li.	3	Sc., water.	Asp. †	37,436	
400	0.93		16	22-32	Li.	3	Li.	3	Sc., water.		8,976	
401	1.09		16		S Con. (d)	5	Br.	4			10,300	
	0.81		14		Li.	5	Li.	3	Sc., water.		7,032	
402	3.62		16	24-32	Lo. St.	4	Li.	3	Sc., water.	C. O.	34,848	
403	1.72		14	24-32	Sub.	6	Li.	4	Sc., water.		14,156	
	0.36		14	24-32	Lo St.	3	Li.	3	Sc., water.		2,896	
*404												
405	2.12		14	24, 26	Gn.	3	Tr.	3	Sc., water.		17,222	
406	3.88		14	24	Lo. St.	4	Li.	2	Sc., water.		31,551	
†407	3.02		16	32	Lo. St. †	3	Lo. St. †	3	Sc., water.		28,322	
408	0.83		14-16	20-32	Li.	4	Li.	3	Sc., water.		7,347	
	1.60		16	20-30	Li.	3	Li.	3	Sc., water.		14,605	
†409	6.22		14	24	Li.	4	Li.	2	Asp. (1) MM		51,145	

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 10' mileage	Costs				Date of contract	Date completed	Date of acceptance	PRESENT PAYMENT		County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type	
1.20	0 558	9,390	12,531 75	1				1913	1 37	Bit. Mac . . .	Fulton 363
2 74	0 630	9,594	27,400 00	12							Albany 364
1 90	0 673	9,660	16,847 42	1				1915	1 90	WB. Mac . . .	Albany 365
6 49	0 631	11,390									
0 14	0 967	14,930	38,900 00	4				1915	6 72	WB. Mac . . .	Alb'ny { 366 366A
0 21	0 853	13,830									
5 87	0 635	10,015	62,750 00	3				1916	6 75	3" WB . . .	Albany 1367
3.00	0 764	11,460	36,000 00	18						Oiled . . .	Oneida 368
2 61	0 813	11,230	29,720 00	1						Oiled . . .	Oneida 369
0 43	0 962	14,180	6,730 00	1						Oiled . . .	Oswego 370
2 90	2 750	33,360									
1.22	2 160	27,830	158,044 00	71							Erie 1371
1.40	1.212	13,930									
0 41	2 751	30,672									
0 47	1 310	17,145	122,350 00	6							Erie 1372
2 27	2 440	27,752									
2.60	0 990	14,141									
6 52	0 650	9,095	80,000 00	4							Erie 373
0 62	0 840	11,780									
0 85	0 688	10,930	35,350 00	1						Oiled . . .	Broome 374
1 67	0 917	13,070									
0 62	0 672	11,490	7,127 00	1						Oiled . . .	Broome 375
1 79	0 675	11,990	25,400 00	1				1915	2 28	Bit. Mac . . .	Fulton 376
0 42	0 711	9,620	4,000 00	1				1916	0 42	6 P. F. Con . . .	Cort 377
2 92	0 687	10,150	29,490 42	1						Oiled . . .	Cort 378
0 70	0 720	9,915	7,600 00	1						Oiled . . .	Cort 379
3 34	0 780	11,320	42,200 00	2						Oiled . . .	Cort 380
2 22	0 811	12,610	30,527 04	3						Oiled . . .	Cort 381
3 76	0 782	10,370	64,700 00	35							Orange 382
2 19	0 691	9,770	21,337 32	18							Cayuga 383
2 37	0 877	11,800	30,985 07	11							Cayuga 384
0 76	1 041	12,597	59,500 00	21				1912	5 14	Bit. Mac . . .	Albany 385
4 38	0 896	11,226						1913	5 14	Bit. Mac . . .	
3 08	0 537	10,810	23,040 00	1				1914		WB Mac . . .	Orleans 386
4 26	0 621	8,490	40,880 00	26						Oiled . . .	Orleans 387
0 07	0 787	10,030									
2 84	0 633	8,360	25,700 00	11						Oiled . . .	Orleans 1388
2 31	0 536	7,520	20,100 28	10						Oiled . . .	Orleans 389
2 09	0 526	7,895	18,941 41	1						Oiled . . .	Orleans 390
1 53	0 401	7,195	29,949 90	11							Orleans 391
1 88	0 472	7,866									
3 34	0 467	7,030	32,886 10	1				1916	1 46	3" WB. Ca. Cl. . .	Orleans 392
3 44	0 699	8,970	31,893 57	11						Oiled . . .	Orleans 393
2 83	0 634	9,105	27,268 81	11							Orleans 394
5 03	0 633	24,255	47,909 28	21							Orleans 395
											Ontario 396
4.04	0 706	15,265	95,120 92	42							Mont. 397
1.66	0 765	15,815									
0 74	0 558	12,595									
0 91	0 635	13,315	39,531 05	11						Oiled . . .	Monroe & Orleans 398
2 20	0 711	13,925									
0 45	0 660	13,555									
2 83	0 992	11,670	82,000 00	4				1916	1 43	3" WB. Ca. Cl. . .	Monroe 399
3 99	1 046	12,180									
0 96	0 625	9,300	8,800 00	4						Oiled . . .	Monroe 400
1 08	0 200	21,335	30,600 00	11						Oiled . . .	Monroe 401
0 46	0 761	9,705									
3 62	0 532	7,700	28,627 00	14,013 00	11/26/07	100	11/—/08			Oiled . . .	Monroe 402
1 51	0 859	11,480	21,300 00	10,650 00	11/26/07	100	10/3/08				Monroe 403
0 31	0 607	9,120									
1.84	0 762	9,260	17,605 00	8,802 50	9/20/07	100	11/—/08			Oiled . . .	Ontario 404
3 39	0 778	10,670	37,830 00	19,940 00	11/27/06	100	11/—/07			Oiled . . .	West 406
3 02	0 591	8,770	37,400 00	18,700 00	9/18/07	100	10/3/08	1914	3 02	Bit. Mac . . .	Oneida 407
0 78	0 714	11,080	26,000 00	13,000 00	11/26/07	100	9/18/08			Oiled . . .	Schenec. 408
1 60	0 818	10,180									
5.48	1.226	16,700	93,351 35	47,675 68	3/23/11	100	11/20/12				Mont. 1409

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP				
					Kind	Thickness	Kind	Thickness	Binder	Surfacing	
410		0.02	16	28	S Con	5	St. Blk	5			174
		7.08	14-16	24-26	Sub	6	App. St	3	Sc., water	T. ()	58,977
*411											
†412	5.74		14	26	Sst	3	Sst	3	Asp. (10)		47,052
†413	3.01		14	24	Sst	3	Qrs	3	Asp. ()		24,719
414	5.54		16	22			Grv	4		C. O	52,027
415	3.37		14	24	Sst	3	Qrs	3	Ber. (1)		24,719
416	5.89		14	24	Grn	8	Grn	3	Sc., water		48,228
417	7.58		16	24, 26	Li. 4", Tr. 2"	6	Tr	1	Sc., water		70,848
418	9.74		16	26	Gn. 3", Tr. 2"	5	Tr	1	Sc., water		91,404
419	0.63		14	26	Sub. 6", St. 2"	8	App. St	3	HC. T. (17)		5,227
	1.32		14	26-28	App St	5	App. St	3	HC. T. (17)		10,819
420	3.69		12, 16	28	Lo. St	3	App. Li	3	Sc., water		27,900
421	7.83		14	26	Lo. St	4	Tr	2	Sc., water		64,319
*422											
423	4.18		12-16	22-28	Li	4	Li	2	Asp. (1)		30,312
424	1.60		12	26	Lo. St	4	Li	2	Sc., water		11,279
425	3.16		12-16	24, 26	App. Lo. St	4	Li	2	Sc., water		26,249
426	4.05		12	24-28	Lo. St	4	Grn	2	Sc., water		28,710
427	5.45		12-16	22-26	Lo. St	4	Li	2	Sc., water		40,444
428	4.88		12	24	Li	4	Li	2	Sc., water		34,416
429	2.83		12	24	Li	4	Li	2	Asp. (?)		20,160
430	1.71		12	24	Li	4	Li	2	Sc., water		12,222
431	2.50		12	22, 24	Li	4	Li	2	Sc., water		17,694
432	3.20		16	26, 30	Lo. St	3	Lo. St	3	Sc., water		30,108
†433	0.39		†20	26	Lo. St	3	Lo. & Li	3	Sc., water	Oil†	4,471
	4.21		14	26	Lo. St	3	Lo. & Li	3	Sc., water	Oil†	31,549
434	1.69		†15	26	St	3	Lo. St. 2", 1"	3	Sc., water		14,926
435	1.94		12-16	24, 26	App. St	3	Tr. 2, Tr. 1	3	Sc., water		17,052
436	6.98		16	26, 28	App. St	3	Tr. 2, Tr. 1	3	Sc., water		65,724
437	7.09		14	26	Tr	3	Tr	3	Sc., water		58,692
438	4.53		14	24	Grv. 6", Li. 4"	10	Li	2	Sc., water		44,000
	2.57		14, 16	24, 26	Li	4	Li	2	Sc., water		15,571
439	3.78		12	22-26	Sst	3	Sst	3	Sc., water		27,365
440	5.40		12	24	Sub	8	Gn. & Li	3	Asp. (10)		33,160
441	8.32		14	24, 26	Lo. St	3	Lo. St	3	Sc., water		68,184
442	6.14		12	26	App. St	4	Tr	2	Sc., water	HO. (?)†	43,200
443	0.15		14	30			Tr	3	Sc., water		1,244
	6.15		14	24-30	App. St	3					51,739
444	1.14		16	28	Lo. St	4	Tr. or Sy	2	Sc., water		19,701
445	2.71		12	22-26	Lo. St	4	Tr	2	Sc., water		19,073
446	1.35		16	28	Lo. St	4	Li	2	Sc., water		12,702
447	5.86		14	24	Dol	3	Dol	3	Asp. (7)		48,672
448		3.61	14	26	App. St	3	App. St	3	Asp		21,929
			14	26	Sub	6	App. St	3	Asp		7,961
449		3.17	14	24-26	Sub	6	App. St	3	Sc., water	T. (?)	25,063
450	1.92		12-16	26	Li	4	Li	2	Sc., water		15,602
451	1.32		12	18-24	Li	4	Tr	2	Sc., water		9,267
				32	Rock Fill		Grn				
452	3.53		16	26	Li	4	Li	2	Sc., water		33,516
453	4.00		16	28, 32	Lo. St. 3	5	Tr	3	Sc., water		37,547
454	3.66		16	24-28	Lo. St	4	Li	2	Sc., water		31,634
455	0.31		12	28	Lo. St	4	Li	2	Sc., water		2,484
456	5.35		16	26	Gn	3	Gn	3	Sc., water		50,244
457	5.32		16	26	Lo. St	3	Gn	3	Sc., water		49,640
458	3.69		16	26	Lo. St	3	Tr	3	Sc., water		34,637
459	5.53		16	26	Lo. St	3	Tr	3	Sc., water		51,620
460	6.30		12, 15	24	Lo. St	3	Lo. St	3	Sc., water		59,880
461	6.07		14-16	24, 30	Dol	3	Tr	3	Sc., water		49,018
462	8.83		12	32	Lo. St	3	Gn	3	Sc., water		62,124
	1.51		12	32	Lo. St	3	Gn	3	Sc., water	HO. (10)	19,577
463	5.52		14	24	Gn	3	Gn	3	Sc., water	HO. (9)	44,437
464	5.46		14	24, 30	Gn	3	Gn	3	Sc., water	CO	46,225

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916—(Continued)

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APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
465	5.43		14	28	Li.	3	Li.	3	Sc., water.		44,440
	0.54		14	24-26	Fld.	3½	Qrs.	3	Sc., water.		4,403
	3.94		14	24-26	Fld.	3	Qrs.	3	Sc., water.		32,394
466	0.45		14	24-26	Rock Fill.		Qrs.	3	Sc., water.		3,681
	0.17		14	24-26	Fld.	4	Qrs.	3	Sc., water.		1,451
	0.39		16	28	Fld.	3	Qrs.	3	Asp. ()		3,683
†467	4.70		14-16	28-32	Lo. St.	3	Li.	3	Ber. (1)	Trn. (1)	39,551
	2.22		16	28-32	Lo. St.	3	Li.	3	Asp. (4)	HO. (4)	20,646
468		5.55	16	28	Sub.	6	Lo. St.	3	Sc., water.		52,031
*469											
*470											
‡471											
472	6.15		14	26	Sub.	6	Set.	3	Asp. (10) (11)		50,466
			8				Grv.	3			2,995
*473											
474	1.95		16	32	Lo. St.	3	Li.	3	Sc., water.	CO. †	18,304
475	2.42		16	26	Li.	3	Li.	3	Sc., water.		23,254
476	5.38		14-22	24	Li.	3	Li.	3	Sc., water.		45,600
477	6.43		14	24, 26	Tr. †	3	Tr. †	3			20,554
			16	24, 26			Grv.	5			36,770
478	0.13		14	28-30	App. St.	3	App. St.	3	Sc., water.		1,056
	3.08		14	28-30	App. St.	3	Li.	3	Sc., water.		25,317
479	0.13		16	22-28	Li.	5	Li.	3	Sc., water.		1,244
	0.14		16	22-28	Li.	3	Li.	3	Sc., water.		1,321
480	3.02		16	24-32	Dol.	3	Li., R. Asp.	2½			28,364
481	0.99		16	22, 24	Li.	3	Ro. Asp.	3			9,340
482	2.23		16	32	Li.	3	Li.	3	Sc., water.		21,348
483	4.44		†12-16	22, 26	Fld.	4	Li.	2	Sc., water.		35,418
484	6.79		12	22, 32	Li. or Lo. St.	3	Li. or Lo. St.	3	Sc., water.		49,560
485	3.76		12	26, 32	Lo. St.	3	Li.	3	Sc., water.		25,379
486	3.37		12-16	26, 30	Li.	4	Li.	2	Sc., water.		25,200
487	3.66		12-16	24-32	Li.	3	Li.	3	Sc., water.		30,936
488	2.06		12		Li.	4	Li.	2	Sc., water.		14,625
489	4.44		12-16	22, 24	Li.	4	Li.	2	Asp. (10)		32,112
490	6.36		16	22, 24			Grv.	5½			59,699
†491	1.01		14	32	Lo. St.	3	Grn.	3	Sc., water.	Oil (10)	8,235
492	5.75		16	32	Dol.	3½	Li.	3	Sc., water.		53,954
493	5.71		14	32	Lo.	3	Li.	3	Sc., water.		46,478
			14	32	Lo.	3	Li.	3	Sc., water.	Asp. (?)	1,344
493A	0.48		14, 16	22, 32			Gn.	5	Ro. Mac.		4,031
494	4.43		16	32	Li.	4	Li.	†2½	Asp. (10)		41,588
495	6.15		16	32	Li.	3	Dol.	3	Asp. (10)		43,194
			16	32	Li.	6	Dol.	3	Asp. (10)		9,553
495A	0.24		16-40	40	S Con.	5	Brick.	4			3,745
*496											
497	2.67		10-12	24	Grn.	4	Grn.	3	Sc., water.		16,560
*498											
	4.67		12-16	26-28	Sub.	6	App. St.	3	Asp.		42,777
499	1.48		16	26-28	Sub. 6, App. St. 2	8	App. St.	3	Asp.		13,955
	3.03		12-16	26-28	App. St.	5	App. St.	3	Asp.		28,246
*500											
*501											
502	5.19		14-16	26-44	Fld.	6	Grn.	3	Asp. (10)		42,696
503	7.32		16-22	26, 32	Gn.	3	Tr.	3	Sc., water.	Oiled †	80,256
504	1.69		16	26	Sst.	3	Tr.	3	Sc., water.	CO.	15,888
505	4.60		12-16	20-24	Li.	4	Li.	2	Sc., water.		35,410
506	2.18		12	20-30	Li.	4	Li.	2	Sc., water.		15,534
507	4.68		16	32	Li.	5	Li.	3	Sc., water.		44,616
508	4.44		14-20	26-32	Tr.	4	Lo. St.	2	Sc., water.		37,444
509	5.40		16	22-26	Lo. St.	4	Lo. St.	2	Sc., water.		51,336
510	4.17		12	26	Sst.	4	Li.	2	Sc., water.		29,556
511	3.81		14	26	Sub.	6	Lo. St.	3	Sc., water.	Ca. Cl.	31,256
512		4.59	14	24	Fld.	6	App. St.	3	Sc., water.	T	37,722
513	2.49		12	24	Sub.	6	Gn., Li.	3	Sc., water.	T	17,566
*514											

* See list by counties.

‡ See Hy. No. 830.

† Changed from original plans.

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	Miles	Width of pavement		Width of roadway		MATERIALS USED IN CONSTRUCTION				Square yards of pavement
515	1 61	14	26	Sub.	5 App. St.	3 Sc. water	CT.			12,260
*516										
*517										
*518										
519	3 91	14	20	Grn.	3 Grn.	3 Sc. water.				31,944
520	3 55	14	26	App. St.	3 App. St.	3 Sc. water.	Oil.			29,148
521	8 62	12	26	Gn.	7 Li.	3 Sc. water.				4,400
		12	26	Gn.	4 Li.	3 Sc. water.				56,241
522	4 75	12	22, 22	Li.	15 Li.	3 Sc. water.				33,440
523	8 86	16	23, 32	Li.	5 Li.	3 Sc. water.				32,164
524	5 42	16-32	32	Li.	5 Li.	3 Sc. water.				53,861
525	3 31	16	22, 32	Li.	3 Li.	3 Sc. water.				31,107
525A	0 59	16	32	Li.	3 Li.	3 Sc. water.				5,536
525B	0 28	16	28	Sl.	5 Li.	3 Sc. water.				2,610
526	4 01	12	32	Li.	3 Li.	3 Sc. water.				2,832
		16	32	Li.	6 Li.	3 Sc. water.				35,076
527	9 47	16	22, 32	La.	6 Li.	3 Sc. water.				85,892
528	7 34	16	24, 32	Li.	5 Li.	3 Sc. water.				89,000
529	6 02	12-16	32	Li.	3 Li.	3 Sc. water.	Grv.			49,144
530	1 81	16	32	Li.	3 Li.	3 Sc. water.				16,990
531	2 59	14	24-36	Li.	3 Li.	3 Sc. water.				21,306
532	1 87	12	26-32	Li.	3 Li.	3 Sc. water.				13,165
533	6 31	14	28	Li.	3 Li.	3 Sc. water.				54,250
534	3 85	14	22-30	Lo. St.	3 Lo. St.	3 Sc. water.				29,944
535	2 70	12	26	Li.	Li.	2 Sc. water.				19,347
536	5 15	16	28-30	Set.	Set.	3 Sc. water.	Oil			48,261
537	4 83	14	24, 28	Lo. St.	3 Lo. St.	3 Sc. water.				39,705
†538	5 67	16	28-44	Grv.	5 Asp. Con.	1 1/2 M. M.				52,673
539	2 09	12	26	Grv.	5 Grv.	3 1/2 Sc. water.				14,000
		8		(Shoulder)	Grv.	3 1/2 Sc. water.				9,402
540	4 32	16	20, 24		Grv.					33,619
		14	20, 24		Grv.					3,402
541	6 79	16	28	Fld.	3 Fld.	3 Sc. water.	Oil (10)			63,735
542	2 69	14	24, 30	Set.	4 Gn.	2 Asp. (10)				22,094
543	6 35	12-30	24-30	Gn.	3 Gn.	3 Sc. water.				53,557
		4		(Shoulders)	Gn.	3 Sc. water.				59
544	5 77	14	24, 28	Gn.	6 Dol.	3 Ber. (1)	HO. (10)			47,891
545	3 22	16	32, 26	Tr.	3 Tr.	3 Sc. water.				32,388
†546	6 03	14	28	App. St.	3 Tr.	3 Sc. water.	Oil			49,939
†547	6 43	16	28	Tr.	3 Tr.	3 Asp. (10)				61,104
	1 87	16	28	App. St.	4 Tr.	13 Asp. (10)				17,525
†548	1 20	16	28-32	App. St.	4 Tr.	12 1/2 Asp. (10)				11,750
	1 67	16	28-32	App. St.	4 Tr.	2 Asp. (10)				15,648
549	6 92	14-20	26-30	Lo. St.	3 Lo. St.	3 Sc. water.				64,714
550	1 90	14	26	Lo. St. 3, 1 1/2	4 1/2 Lo. St.	1 Sc. water.				16,344
551	2 91	14	26	Lo. St.	3 Lo. St.	3 Sc. water.				23,901
552	5 54	16	24, 28	Set.	3 Set.	3 Sc. water.				52,000
553	2 33	12	22, 28	Grv.	6 Li.	3 Sc. water.	Asp. (10)			16,848
554	4 91	12	28-30	Set.	4 Li.	2 Sc. water.	Oil			35,019
555	7 79	14	26-28	Li.	4 Tr.	2 Asp. (10)				63,636
		10	24	Sub.	Av.					
556	3 32			(Shoulders)	6 1/2 Li.	3 Asp. (10)				15,402
		4			Li.	3 Asp. (10)				1,544
557	2 91	10	24	Sub.	6 1/2 Li.	3 Asp. (10)				17,747
		4		(Shoulders)	Li.	3 Asp. (10)				1,400
	2 28	14	24	Sub.	Var. Li.	3 Asp. (10)				26,911
*558										
559	9 09	†16	26-32	Li.	4 Sy.	2 Sc. water.				85,325
560	2 42	16	30, 32	Lo. St.	4 Sy.	2 Sc. water.				22,732
561	4 48	†16	24-30	Li.	3 Sy.	3 Sc. water.				47,064
†562	3 87	16-20	26-32	Qrs.	3 Sy.	3 Asp. (10)				36,200
†563	5 11	16	24-32	Qrs.	3 Sy.	3 Sc. water.				47,000

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (*Continued*)

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway	Mileage	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION			Surfacing	Square yards of pavement
1564	2.99	16	32					28,070
	1.28	16	32					13,978
	0.02	16	32					5,813
565	6.54	16	32					61,373
	0.81	16	32					7,802
566	7.25	12-16	24					51,446
567	4.68	14-16	26					41,026
568	4.40	16	32					41,233
569	5.90	14, 16	26					4,733
		16	26					10,343
570	1.83	14-32	32					9,373
	3.09	14	20				NO	33,808
1571	2.01	14	20					21,486
	0.13	22-40	22					3,206
	0.58	16	22-40	Fld. 8, App. 84.2	10 App. St.	4 Asp. (10)		3,517
572	1.26	16	22-40	App. St.	5 App. St.	2 Asp. (10)		13,902
	1.49	14	22-40	Fld. 8, App. 84.2	10 App. St.	3 Sc., water		12,361
	2.26	14	22-40	App. St.	5 App. St.	2 Sc., water		19,486
573	4.21	14	24	18. Con. (2) (16)	5		Li., Sc., HO	24,687
	2.17	14	24	Grv.	3 Grv.	2 Asp. (1)		17,844
573A	0.11	16	24-30	Li.	5 Li.	2 Sc., water		1,079
1574	0.07	16	26, 28	S. Con. (16) (3)	5 Med. Blk.	7		644
	4.74	16	26, 28	S. Con. (16) (3)	5 M. M.	14		44,461
574A	6.30	16	28, 32	Lo. St.	5 Lo. St.	3 Sc., water	T. (17)	59,113
	0.89	32, 44	32, 44	S. Con. (5)	5 Br. (14)	4		8,777
575	0.15	16	26		Gn.	5 Roomac		1,423
	3.93	16, 12	26	Sub.	6 Gn.	3 Asp. (10)		29,680
*576								
577	5.16	14	26-30	Li.	3 Li.	3 Sc., water		42,420
	1.90	14	26-30	Sub.	16 Li.	3 Sc., water		15,604
*578								
579	4.63	14-16	26, 30	S. Con. (1)	5		T (17) HO(S)	38,665
580	0.75	16	32	S. Con. (3, 14, 17)	5 St. Blk.			6,062
	2.12	12-16	32	App. St.	6 App. St.	3 Asp. (10)		17,863
581	7.46	10-16	20-32	Sub.	6 Li.	3 Sc., water	Ca. Cl.	54,579
		4			Li.	3 Sc., water	Ca. Cl.	11,965
582	2.46	12, 16	32	Lo. St.	5 Lo. St.	3 Asp. (11)		17,543
		2-4		(Shoulders)	Lo. St.	3 Asp. (11)		5,536
1583	3.40	14	24, 26	Grv.	4 Grv.	3 Asp. (10)		27,456
584	7.96	12	26, 30	Li.	5 Li.	4 Sc., water		56,039
1585	4.25	14	24, 30	Li.	3 Li.	3 Asp. (10)		34,764
586	5.58	16	32	Li.	3 Li.	3 Sc., water		32,982
587	4.39	12	24	Grn.	3 Grn.	3 Sc., water		31,316
588	2.08	12	26	Sub.	6 App. St.	3 Asp. (3)		14,712
589	3.61	14	26	Lo. St.	3 Li.	3 Sc., water		31,343
590	7.96	12-16	24, 26	Li.	4 Li.	2 Sc., water		65,445
591	10.65	12	22, 24	Li.	4 Li.	2 Sc., water		63,614
592	5.61	12-16	24, 26	Li.	4 Li.	2 Sc., water		45,359
1593	5.31	14	22	Lo. St. 3, 2	5 Lo. St.	1 Sc., water		43,237
	0.57	14	22	Lo. St.	3 Lo. St.	6 Sc., water		4,867
*594								
595	5.43	12	30	Li.	1 Li.	2 Sc., water		38,457
596	3.43	12	24	Set.	1 Li.	2 Sc., water		24,233
596A	0.23	12	26	Set.	Av 8 Li.	Av 2 1 Sc., water		2,655
597	3.55	12	24	Lo. St.	4 Li.	2 Sc., water		25,074
598	5.00	10-12	20, 24	Sh.	4 Set.	4 Sc., water		32,071
598A	0.22	13	26	Sh.	6 Set.	2 1 Sc., water		1,563
599	5.04	10-12	20, 24	Sh.	4 Li.	2 Sc., water		34,870
	1.40	12	24	Sh.	7 Li.	2 Sc., water		9,826

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	Present Pavement		County	No	
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced				
2 96	0 914	11,435										
1 38	1 214	14,305	80,569 62	30,284 81	11/13/08	100	1/ 6/10	.....			
0 63	0 576	8,306										
8 54	0 832	12,890	96,061 33	48,921 28	2/14/10	100	6/17/11	.....			
0 81	0 997	14,450										
8 48	0 708	11,075	68,812 00	41,107 30	12/ 3/07	100	11/ 7/08	1915				
4 37	0 620	9,570	44,000 00	22,000 00	9/ 5/07	100	9/ 8/08	.....			
4 40	0 606	10,395	45,700 00	22,850 00	12/ 3/07	100	11, 16/08	.....			
4 34	0 591	8,920	51,300 00	25,650 00	7/11/06	100	12/—/07	1912				
1 10	0 708	9,930						1914				
0 96	0 606	14,690	70,834 09	39,061 45	9/20/07	100	10 13/09	1912				
2 26	0 552	15,100						1915				
2 29	0 596	13,160	81,641 18	15,820 59	11/13/08	100	12/—/10	.....			
0 84	2 788	31,000										
0 60	1 161	15,820										
1 37	1 065	10	82,103 74	43,402 42	5/12/14	100	9/ 1/15	...				
1 32	0 791	10										
2 07	0 681	10										
3 70	0 891	10	77,185 35	28,592 67	5/ 1/11	100	10/11/12	....			
1 90	0 691	10										
0 11	0 861	10	2,050 00	1,232 50	9/25/16	99		.....			
0 07	2 961	10	108,807 03	61,903 52	4/24/12	100	10/24/13	.....			
4 74	1 891	10										
6 30	0 865	10	94,139 90	52,104 99	5/14/14	100	1/ 4/15	.....			
0 91	2 121	10										
0 15	0 771	10	42,494 29	21,247 19	4/25/12	100	10/24/12	..				
2 14	0 771	10										
4 52	0 61	15	56,704 50	28,352 25	7/ 9/06	100	7/12/07	.....			
1 80	0 921	10										
4 12	0 811	10	47,245 79	24,095 35	6/12/12	100	1/22/14	.....			
0 75	2 421	10	50,800 00	31,670 00	6/12/15	95	.....	.....		
1 90	0 871	10										
5 95	0 731	10	93,400 00	.....	6/ 9/15	91	.....	.....		
1 27	0 47	10										
1 87	0 791	10	25,005 20	12,502 60	6/18/16	100	10/ 3/16	...				
0 50	0 451	.....									
2 40	0 561	11,280	35,777 67	24,350 00	3/ 2/10	100	12/28/11	...				
3 97	0 975	13,300	87,700 00	43,850 00	5/ 7/08	100	12/ 1/08	.....			
3 71	0 834	14,200	56,092 93	28,046 46	11/13/08	100	12/13/08	.....			
5 58	0 530	7,590	46,815 00	23,407 50	6/30/06	100	9/—/08	.....			
2 32	0 500	11,030	43,420 64	21,710 32	11/26/07	100	11/—/08	.....			
1 57	0 739	11,410	20,199 14	10,099 57	4/27/12	100	11/12/13	.....	Oiled.....	Monroe and Orleans	588
2 33	0 590	8,100	28,200 00	14,100 00	9/ 1/06	100	10/—/08	1916	2 80	24" Bit. Mac ..	Colum.	589
4 97	0 782	10,390	75,496 62	37,748 31	11/10/06	100	11/18/08	1915	..	Bit. Mac	Cayuga	590
4 78	0 793	11,230	89,800 00	44,900 00	11/15/06	100	12/ 1/08	1910	3 50	Bit. Mac ..	Cayuga	591
• 83	0 644	10,345	52,807 07	26,403 54	9/18/06	100	12/15/06	1916	6 05	24"-3" Bit. Mac	Cayuga	592
4 60	0 652	28,680	152,950 00	76,475 00	9/13/05	100	11/—/08	1914	3 26	Bit. Mac	Cayuga	593
0 50	0 776	27,780						1915	2 35	Bit. Mac ..	Rock..	594
4 10	0 563	9,555	44,586 24	28,880 03	12/ 4/07	100	9/ 2/09	1914	5 43	Bit. Mac	Renss.	*594
2 58	0 694	11,900	34,913 00	21,995 19	9/20/07	100	11/—/08	Bit. Mac	Cort ..	595
0 28	• 794	14,210	4,682 18	2,949 77	4/17/10	100	9/21/10	Oiled.....	Chen..	596
2 67	• 725	11,690	35,517 56	23,138 95	10/22/07	100	10/15/08	1915	3 55	Bit. Mac ..	Chen..	596A
3 42	0 832	10,890	57,714 00	39,264 00	12/14/07	100	11/16/08	1910	0 37	W. B. Mac ..	Chen...	597
0 17	0 652	29,280	5,983 47	4,248 27	4/ 9/10	100	7/22/11	1912	1 00	Bit. Mac ..	Cayuga	598
3 72	0 719	13,040	72,593 98	51,545 28	2/ 4/03	100	9/10/10	1916	2 25	24" Bit. Mac	Chen..	598A
1 06	1 011	15,780						1912	0 22	Oiled.....	Chen...	599
								Oiled	Chen...	600

APPENDIX A — COUNTY HIGHWAYS JANUARY 1

on page 518 for explanation.

Highway No.	Miles		Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of material	
				BOTTOM		TOP			Surfacing		
				Kind	Thickness	Kind	Thickness	Binder			
*600											
601	3.09		16-20	22-30	Grv.	4	Li.	4	Sc., water		30.48
*602											
603		10.24									
604	3.88		16	32	Sh.	3	Li.	3	Asp. (10)		36.48
*605											
606	2.12		12	24	Sh.	4	Li.	2	Sc., water		15.36
607	4.85		12	26-32	Fld.	3	Li.	3	Sc., water		20.58
608	2.21		12	32	Li.	3	Li.	3	Sc., water		15.36
609	1.63		†16	30	Li.	3	Li.	3	Sc., water		15.36
610	7.42		16	26	Qrs.	4	Li.	†3	Asp. (17) (3)		66.48
611	6.64		16	26-32	Qrs.	4	Tr.	2	Asp. (10)		6.32
†612	3.01		16	24, 26	Li.	3	Li.	3	Sc., water	Oil (10)	28.50
613	5.62		16, 14	26-30	Li.	2	Li.	3	Sc., water	CO	46.50
614	6.08		12	26	Li.	4	Li.	2	Sc., water		42.88
615	8.03		14	28	Set.	3	Set.	3	Sc., water		66.36
616	8.66		†14	24	Li.	4	Li.	2	Sc., water		72.96
617	4.80		12	32	Li.	3	Li.	3	Sc., water		33.60
618	9.26		13	24	Sub.	8	Gn.	3	Asp. (11)		66.96
619		2.12	14-16	24-26	Lo. St.	6	App. St.	3	Sc., water	T.	17.36
620		6.13	14, 16	26, 30	Sub.	9	G. Li.	3	Sc., water	T., Ca. Cl.	42.96
621		2.90	14	24-26	Sub.	6	App. St.	3	Sc., water	CT	23.40
622	2.74		14	22, 32	Li.	3	Li.	3	Sc., water		19.44
	2.43		14	22, 32	Li.	6	Li.	3	Sc., water		8.28
623	1.04		14	22, 32	Li.	5	Li.	3	Sc., water		4.28
	5.95		14	22, 32	Li.	3	Li.	3	Sc., water		25.08
624	3.00		14	26	App. St.	4	Gn.	2	Asp. (10)		44.10
625	5.37		14	28	Gn.	3	Gn.	3	Asp. (10)		33.60
626	4.56		14	28	Li.	3	Li.	3	Asp. (10)		37.68
627	7.88		14	26, 30	Li.	3	Li.	3	Asp. (18)		2.04
	0.25		14	26	Li.	3	Li.	3	Sc., water	†CO (18)	64.72
628	4.66		14	24	Dol.	3†	Dol.	2†	Sc., water		33.72
*629											
630	2.34		16	32	Li.	3	Li.	3	Asp. (10)		21.00
631	1.10		†16	28	Qrs.	4	Qrs.	2	Asp. (10)		16.32
	1.15		†16	28	Qrs.	4	Qrs.	3	Asp. (10)		16.32
633	3.73		12-16	24, 28	Set.	3	Set.	3	Asp. (8)		27.24
634	0.16		15	26	S. Con. (10)	5	Br. (19)	4			1.62
	3.27		15	26	S. Con. (10)	5	M. M.	1†			28.74
635	4.90		12, 16	16-32	Li.	3	Li.	3	Sc., water	Oil	35.25
	0.14		12	28-32	Li.	5	Li.	3	Sc., water	Oil	23.16
636	3.16		†12-16	22-32	Set.	3	Li.	3	Sc., water		41.94
637	5.13		14	24, 26	Sub. 5, Li. 2	7	Li.	2	Asp. (10)		1.36
638	1.01		14-16	30-32	Li.	4	Li.	3	Asp. (10) T (17)		24.36
	4.14		25, 10	28, 30	Sub.	7	Li.	3	Asp. (3)		16.64
639	2.90		10	24, 28	Sub.	7	App. St.	3	Asp. (3)		10.12
			4		(Shoulders)		Li.	3	Asp. (3)		6.24
			4-6		(Shoulders)		App. St.	3	Asp. (3)		22.68
640	3.96		14-16	26-32	Li.	3	Li.	3	Sc., water		35.34
641	4.79		14	26	App. St.	3	Li.	3	Sc., water		24.00
642	0.99		16	26-32	Li.	6	Li.	3	Ro. Asp. (14)	Oil	16.72
	5.89		16	26-32	Li.	6	Li.	3	Ro. Asp. (14)	Oil	32.12
643	4.42		12	32, 24	Li.	5	Li.	3	Sc., water		6.52
644	0.73		16	22, 28	Li.	3	Li.	3	Sc., water		32.28
645	3.43		16	22-32	Li.	6	Li.	3	Ro. Asp. (14)	Oil	11.16
	1.18		16	22-32	Li.	5	Li.	3	Ro. Asp. (14)	Oil	25.67
646	4.12		16	26	Set.	3	Set.	3	Asp. (1)		
*647											

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Date of acceptance	PRESENT PAYMENT		County	Highway No.
		Year resurfaced	Miles	Type	
3 19	11/24/08	1910	1.02	WB. Mac	Orange 600
		1910	0.13	Bit. Mac	Cattar. 601
3.88	12/—/09	1914	0 10	S. Con. BT.	Ulster. 602
1 64	11/ 1/08			Oiled	Ulster. 603
3.26	11/ 1/08	1914	4 35	Bit. Mac	Albany.. 604
1.66	11/ 3/08			Oiled	Orange. 605
1.63	12/—/08				Tomp. 606
7 42	1/ 5/11	1913	0 78	Bit. Mac	Ontario 607
		1914	0 57	Bit. Mac	Ontario 608
6 64	1/23/12			Oiled	Dutch. 609
3.04	1/30/10			Oiled	Saratoga 610
4.96	11/22/08	1912	5 62	Bit. Mac	Saratoga 611
		1915		Oiled	Dutch. 612
4 56	6/13/10	1914	0 98	Bit. Mac	Greene.. 613
7.00	10/12/08	1915	2 62	Bit. Mac	
7 66	12/—/08			Oiled	Cayuga.. 614
3.69	12/ 1/08			Oiled	
6 92	1/ 4/10			Oiled	Colum. 615
1 92					Tomp. 616
4.52					Niagara 617
2 54					Fulton.. 618
2.40					Fulton.. 619
2 12					Fulton.. 620
0 91	10/ 4/10			Oiled	Fulton.. 621
5 21	6/30/10			Oiled	Living.. 622
2.71	9/ 9/11				Living.. 623
4 83	11/14/12	1914	1 26	Concrete	Jeff. 624
		1916	2 47	2" Bit. Mac	Jeff. 625
3.99	1/19/12			Oiled	Jeff. 626
0.22	7/ 7/10				Dutch.. 627
6 90	6/—/11				Dutch.. 628
4 13	12/31/09				Dutch.. 629
2 24	6/17/11			Oiled	Albany.. 630
1 10					Ream.. 631
1 15					Mont. 632
2.91	10/24/13				Monroe. 633
0.17	12/—/13				Monroe 634
3 06	1/ 1/10			Oiled	Ontario 635
3.77	12/—/09			Oiled	Ontario 636
0.10	7/—/11				Ontario 637
2 47	11/12/10			Oiled	Ontario 638
4.47	12/30/11			Oiled	Ontario 639
0.89	10/13/08	1915	6 80	Bit. Mac	Schenec. 640
2.58	11/—/08	1914	2 09	WB. Mac	Schenec. 641
1.81		1916		Oiled	
1.08	1/18/11				Erie 642
0.72	12/—/08			Oiled	Niagara 643
3.49	12/—/09			Oiled	Erie... 644
4.11	8/26/10			Oiled	Erie... 645
3 62	5/—/10				Albany.. 646
1 78					Albany.. 647
3 42					
0 72					
3.43					
1.18					
4 12					

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	Miles	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
				BOTTOM		TOP		Surfacing	
				Kind	Thickness	Kind	Thickness		
648	7.34	16	24	Sub	5 Li.	ster		68,919	
	0.08	15	23	Li	3 Li	ster		300	
649	1.02	16	26	Dol.	3 Tr.	ster		9,720	
650	5.65	14-18	26, 28	Li	3 Li	3)		57,288	
651	5.58	14, 15	18, 23	Anor.	3 Anor	ster	Li. Se	46,233	
652	3.24	14	26	Set.	3 Set.	10)		26,611	
653	6.06	16	24, 28	La. St.	4 Sy. Li	ster		47,988	
†654	5.3	14	20-24	Set.	4 Sy.	2)		43,940	
655	1.75	10	24	Sub	7 Li	10)		10,438	
656	2.18	16	32	App. St.	3 App. St.	ster		19,776	
657	6.02	16	28	Grn.	3 Tr.	ster	Oil.	66,808	
	1								
658	3.64	14	24, 26	Grn.	4 Grn.	ster		29,867	
659	5.09	14	24, 26	Grv.	4 Grv.	10)		42,234	
660	5.98	12	26-32	Sub. 6, Li. 3	19 Li.	ster		12,200	
		12	26-32	Li	5 Li	ster		30,120	
661	3.59	12, 14	24-28	Fld.	34 Li	10)		28,174	
662	6.08	12-20	26-28	Grv.	3 Li.	ster	H.C.T. (17)	44,366	
663	4.38	12, 14	22, 24	Grv. 6, Bl. 4	10 Bl.	ster		34,308	
		2		(Shoulders)	Bl.	ster		1,797	
664	4.33	14	24	Li	3 Li.	ster		25,584	
665	1.65	12-16	26	Sub. 5", Set. 3"	8 Set.	1)		12,924	
	3.48	12	26	Sub. 5", Set. 2"	7 Set.	1)		24,463	
666	4.57	12	24	Sub.	64 Set.	3)		32,154	
	0.30	16	28	Sub	6 Set.	3)		2,832	
667	2.83	14	28	S. Con (8)	5 Sc.	)		19,113
668	1.11	14	26	App. St.	4 App. St.	ster	H. O. (4)	9,117	
669	6.98	14	26	Li	3 Li.	10)		49,032	
670	3.39	14-16	26-30	La.	4 Li	7)		28,891	
671	4.25	14, 34†	28-28	Qrs.	4 Qrs	7) (8) (1)		37,881	
	0.07	34†	34	S. Con. (13)	5 Br. (14)			1,461	
	4.97	14	26		Grv. Con. (17)		T. (17) H.O. (4)	41,069	
672	1.48	14	26		S. Con. (17)		T. (17) H.O. (4)	12,148	
	0.76	16	26	S. Con. (17)	5 Br. (24) (23)			7,115	
*673									
674	6.52	14	26, 32	App. St.	4 Tr.	ster		53,568	
675	3.99	16	24	Cal. Sh.	4 Cal. Sh.	ster		37,409	
676	2.08	14	20-30	Cal. Sh.	4 Tr.	ster		16,722	
677	4.00	14-16	26, 32	App. St.	4 Sy.	ster		33,302	
678	2.64	16	28	Cal. Sh.	3 Cal. Sh.	ster		24,780	
679	4.14	14	26	Set.	14 Set.	ster	H. O. (10)	24,296	
680	3.92	14-16	26, 30	Li	3 Li	ster	H. O. (10)	32,856	
†681	4.73	16	20, 26	Li	4 Li	ster	C. O.	46,794	
682	3.95	16	26	Grn.	34 Li	ster	C. O. †	27,368	
683	3.87	16	26	Grn.	34 Li	ster	C. O. †	33,854	
684	4.40	12	24	Li	4 Sy.	ster		26,976	
685	4.87	14-16	26	Set.	4 Sy.	ster		40,309	
	0.63	14-16	24-32	La.	3 Sy., Tr.	)		8,278
686	1.51	14	24-32	Sub. 9, Li. 3	12 Sy., Tr.	)		12,432
	0.26	14-16	24-32	Sub. 9, Li. 4	13 Sy., Tr.	)		2,320
	6.20	14-16	24-32	Li	4 Sy., Tr.	)		53,087
686A	0.12	16	30	Imp. La	4 Imp. Li			1,109	
687	5.30	14	24, 28	Fld.	3 Tr.	3) Asp. (3)		43,531	
687A	0.17	14	28	Fld.	3 Tr.	3) Asp. (10)		1,467	
*688									
689	3.87	16	28	App. St., Tr	3 Tr.	3 Sc., water		32,266	
†690	4.25	14	24	Set.	3 Tr.	3 Asp. (10)		34,140	
	5.48	12-27	26, 27	Anor.	3 Anor	3 Sc., water		39,134	
691	0.14	12	26	Anor.	4 Anor	4 Sc., water		833	
	0.11	12	26	Anor.	6 Anor	6 Sc., water		890	
*692	8.94	12	26	Gn.	3 Gn.	3 Sc., water		62,834	
693	3.82	†16	28	App. St.	2 Tr.	3 Sc., water	Oiled	25,316	
694	7.65	14	30	App. St.	3 Tr.	3 Sc., water		62,315	
†695	1.20	12	22-28		Grv. Con. (1)	6	T. (16) H.O. (4)	8,428	
696	4.04	12	22-28	Cal. Sh.	5 Li.	12) Sc., water		28,462	

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs			Date of contract	Per cent completed	Date of acceptance	PRESENT PAYMENT		County	Highway No.	
	Per square yard avement	16'- highway	Total				State's share	Year resurfaced			Miles	Type
7 34 0.			344,309 77		5/15/14	100	1/10/16			Monroe	648
0 03 0.											
1 02 0.			7,520 00		07	100	8/30/08		Oiled	Colum	649
6 11 0.			44,771 14		08	100	7/—/10			Colum	650
4 93 0.			41,819 00		07	100	10/27/08	1916 5 58	Bit. Mac	Clinton	651
							1916	11 11	2" Bit. Mac		
2 83 0.			25,514 81		08	100	9/—/10			Clinton	652
5 06 0.			36,076 00		07	100	12/—/08	1915 3 09	WB. Mac	Oswego	653
4 68 1			44,344 12		08	100	8/ 1/10		Oiled	Oswego	654
1 11 0.			2,174 85		11	100	12/18/11		Oiled	Onon	655
2 12 0.			13,975 00		07	100	12/13/08	1.32	Bit. Mac	Warren	656
6 01 0.			39,100 00		07	100	11/—/08		Oiled	West.	657
							1916	5.08	F Con.		
3 18 0			34,800 00		08	100	10/—/08	1915 3.64	Bit. Mac	Essex	658
4 49 1.			36,179 24		3/23/11	100	2/—/12			Renss	659
1 41 1.			35,150 83		12/18/07	100	8/30/10		Oiled	Niagara	660
3 21 1.											
3 04 0.			19,051 95		4/ 7/10	100	11/30/10			Oswego	661
4 73 0.			32,421 08		6/29/14	100	11 /4/15			Ontario	662
3 65 0.			42,234 39		11/13/08	100	12/ 0/10		Oiled	Chem	663
0 19 0.											
3 79 0.			33,521 24		4/ 7/10	100	8/—/11		Oiled	Chem	664
1 28 1.			47,604 12		4/27/10	100	7/24/12		Oiled	Chem	665
2 61 0.											
3 42 0.			45,277 51		3/22/11	100	1/ 8/13			Chem	666
0 30 0.											
2 04 0.			20,831 12		5/14/12	100	9/26/13			Chem	667
0 98 0.			10,708 07		4/24/12	100	10/—/12			Chem	668
5 22 0.			45,231 87		3/25/11	100	1/ 7/13		Oiled	Onon	669
3 04 0.			24,455 94		2/20/14	100	11/30/14			Onon	670
4 04 1.			27,078 53		6/12/12	100	1/ 8/13			Onon	671
0 16 2											
4 37 0											
1 40 0			46,557 12		6/17/12	100	1/25/14	1916 3 30	2 1/2" Bit. Mac	Onon	672
0 76 2											
5 71 0	712	12,760	77,849 88	53,239 47	11/27/08	100	11 10			Onon	673
3 99 0	721	11,150	56,900 00	37,069 68	11/27/07	100	8 11			Oswego	674
1 78 0	597	10,240	19,462 28	12,845 16	11/27/07	100	11 08		Oiled	Oswego	675
3 56 0	840	11,110	40,961 38	26,946 01	2/ 4/08	100	12 09			Oswego	676
2 64 0	621	10,560	27,870 00	18,894 20	12/ 4/07	100	11 08		Oiled	Oswego	677
3 66 0	727	14,290	55,838 96	34,620 16	3/27/11	100	11 11		Oiled	Renss	678
3 50 0	573	10,580	39,211 46	24,311 11	3/21/11	100	1 12	1914 1 89	Bit. Mac	Renss	679
4 72 0	790	12,290	58,376 83	32,333 87	11/—/08	100	9 11		Oiled	Tomp	680
3 96 0	759	11,260	44,858 90	25,119 86	4/ 7/10	100	7 11		Oiled	Tomp	681
3 57 0	744	12,980	46,247 91	25,954 83	4/ 7/10	100	12 11		Oiled	Tomp	682
3 30 0	1,008	16,030	59,164 85	30,061 64	12/18/07	100	7 09		Oiled	Cayuga	683
4 29 0	723	14,700	63,063 31	34,054 19	11/25/08	100	12 09		Oiled	Cayuga	684
0 56 0	946	13,040									
1 32 1	376	17,060	118,695 81	59,592 89	4/ 9/10	100	5/27/12		Oiled	Cayuga	685
0 25 1	486	13,930									
5 66 1	1,056	14,070									
0 12 1	223	26,920	3,400 00	2,210 00	10/31/16						686A
4 64 0	947	14,580	71,381 14	38,846 82	3/22/11	100	12/18/11		Oiled	Cayuga	687
0 15 0	813	21,460	3,498 40	1,889 14	2/24/12	100	9/ 9/12		Oiled	Cayuga	687A
										Orleans	688
3 37 0	632	10,760	38,400 00	19,200 00	1/30/08	100	10/ 6/08		Oiled	Rock	689
3 64 0	806	13,030	46,408 61	23,204 31	11/13/08	100	6/22/10		Oiled	Rock	690
4 27 0	562	11,035									
0 10 0	631	11,870	56,500 00	44,070 00	1/29/08	100	11/18/08		Bit. Mac	Warren	691
0 09 0	829	13,540									
6 70 0	525				1/30/08	100	11/ /08			Warren	692
3 52 0	775	9,790	37,400 00	18,700 00	1/30/08	100	11/ 2/08	1915 3.82	Bit. Mac	Suffolk	693
6 89 0	903	11,510	81,276 00	40,638 00	1/28/08	100	11/28/08		Oiled	Suffolk	694
0 90 0	800	19,040	20,232 92	15,218 92	6/12/12	100	9/18/ 3		Oiled	Cattar	695
3 03 0	801	11,630	40,339 47	25,453 87	2/11/06	100	7/31/11		Oiled	Cattar	696

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
697	2.27		12	21-28	S. Con.	6	Grv., Li.	3	Sc., water	Sand., HO.	15,930
698	1.03		12	28-36	App. St.	5	Li.	3	Sc., water		800
699	6.57		14	28	Set.	3	Set.	3	Sc., water		7,270
700	5.14		14-16	28, 32	Set.	3	Set.	3	Sc., water		53,760
701	4.51		14	30	Grn.	3	Grn.	3	Sc., water		43,236
702	6.19		14	30	Set.	3	Set.	3	Sc., water		37,182
703	1.25		14	30	Set.	3	Set.	3	Sc., water		50,846
	2.94		14	30	Set.	4	Set.	3½	Sc., water		10,266
704	4.71		12-14	24-28	Grv.	7	Grv.	1	Water	H. O. (10)	23,173
705	3.81		14	26	Sub.	6	App. St.	3	Sc., water	H. O. (3) (10).	34,224
*706											31,402
*707											
	0.19		14	24	Sub.	6	Tr.	2½	Asp. (10)		1,572
†708	0.33		14	24	App. St.	4	Tr.	2	Asp. (10)		30,830
	3.75		14	24	App. St.	4	Tr.	2½	Asp. (10)		2,650
709	4.71		14-16	26, 28	Li.	3	Li.	3	Sc., water		39,757
*710											
*711											
712	2.29		14	26	Li.	3	Li.	3	Sc., water	H. O. (10)	18,608
	2.90		10	24	Fld. 3½, Li. 5½	9	Li.	3	Sc., water		17,043
†713			6	36	Li.	3	Li.	3	Sc., water		10,226
	2.23		12	30-34	Li.	5	Li.	3	Sc., water		15,717
714	5.37		12	22, 30	Bl.	5	Li.	3	Sc., water	C. O. (10)	37,669
715	4.54		14	24	Grn.	3½	Li.	3	Sc., water		37,428
716	2.24		14	30	Grn.	3	Li.	3	Sc., water		18,278
717	5.83		14	29, 30	Li.	3	Li.	3	Li. Sc., water		47,874
718	2.12		14	28	S. Con. (1)	6	Cal. Sh.	5	Asp. (2) Ber. (1)	T. (16) H. O. (4)	18,709
†719	5.58		14	28	Cal. Sh.	3	App. St.	3	Sc., water		45,670
			2		App. St.	3	Tr.†	3	Sc., water		6,520
720	4.76		14	28	Set.	3	Tr.†	3	Sc., water		39,000
720A	0.24		14	26	Li.	3	Li.	3	Sc., water	H. O. (10)	1,992
	1.05		14	26	App. St.	3	App. St.	3	Sc., water		2,316
721	0.79		14	26	Tr.	3	Tr.	3	Sc., water		12,636
	1.28		16	26	Grv.	6	Grv.	6	Sc., water		12,053
722	2.06		14	26	Fld.	3	Fld.	3	Sc., water		16,956
723	4.77		14	26	Grn.	3	Grn.	3	Sc., water		39,156
724	3.98		12	24	Qrs.	4	Qrs.	2	Asp. (10)		28,008
†725	0.90		16, 32	28-56	Li.	3	Tr.	3	Sc., water		11,850
726	7.53		12, 16	24, 28	Li.	4	Sy.	2	Sc., water		69,159
*727											
728	2.82		16	28	App. St.	4	Tr.	†2½	Asp. (10)		26,505
†729	1.18		12	28	Li.	5	Li.	2	Asp. (3)		8,297
	2.02		12, 16	28, 32	Li.	4	Li.	2	Asp. (3)		16,096
730	3.44		16	22, 32	Li.	4	Li.	4	Sc., water		32,236
731	2.05		16	22	Li.	4	Li.	4	Sc., water		19,334
732	8.79		12	28	Li.	4	Li.	2	Sc., water		62,280
733	8.02		12	20, 28	Set.	4	Li.	2	Sc., water		56,988
734	4.45		12	24	Grn.	4	Gn.	2	Sc., water	CO (10)	31,320
	†0.66		16	24	Grn.	4	Gn.	2	Asp. (3)		6,211
735	7.90		14	22-28	Gn.	4	Gn., Grn.	2	Asp. (10)		65,520
736	4.12		14	26	Gn.	3	Grn.†	2	Sc., water		33,516
737	†2.56		12-14	22-26	Li.	3	Li.	3	Asp. (10)		18,669
	3.22		12-14	22-26	Li.	3	Sy.	3	Sc., water		25,479
738	6.51		15	26	Li.	4	Li.	2	Asp. (1)		57,159
*739											
740	2.75		16	32	Li.	4	Li.	2	Ber. (1)		25,765
741	4.06		14	24, 28	Gn.	†4	Gn.	3	Asp. (10)		33,380
742	4.33		16	22-30	Set.	4	Li.	3	Sc., water		40,896
743	4.08		16	28	App. St.	3	Tr.	3	Sc., water		38,400
744	3.78		14	28	Li.	3	Li.	3	Sc., water		31,658
745	5.46		14	24, 26	Gn.	3	Gn.	3	Asp. (10)		46,339

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
1.61	0.928	20,455	\$32,863 66	\$32,863 66	2/11/08	100	1/17/13				Cattar..	697
0.09	0.635											
0.77	0.906	12,270										
5.73	0.624	11,310										
4.60	0.557	11,090	48,854 83	43,480 80	1/30/08	100	12/14/08	1915	2.50	Bit. Mac.	Chautau.	698
			69,400 00	58,990 00	2/11/08	100	11/16/08	1916	2.50	2 1/2" Bit. Mac.	Sullivan	699
								1916	2.65	3" Bit. Mac.	Sullivan	700
3.96	0.600	10,270	44,090 49	29,307 83	2/ 4/08	100	10/27/08	1915	4.51	Bit. Mac.	Frank..	701
5.44	0.581	8,430	50,283 45	38,718 26	1/27/08	100	10/—/10	1913		Oiled	Frank..	702
1.09	0.672	8,800	37,200 00	27,140 19	1/27/08	100	10/ 6/08			Oiled	Frank..	703
2.47	0.830	10,280	47,843 79	33,268 12	6/12/12	100	11/25/13				Chen...	704
3.64	0.511	11,397										
3.35		16,600										
			55,598 66	35,881 95	6/ 8/13	100	5/ 3/14				Chen...	705
											Chen...	*706
											Chen...	*707
0.17	1.157	15,980	54,457 48	34,308 21	11/21/08	100	12/21/11				Otsego..	†708
3.28	0.932	13,580										
0.28	1.105	15,490										
4.23	0.641	11,770										
			52,369 06	26,184 53	5/ 3/11	100	8/12/12				Dutch..	709
											Dutch..	*710
											Dutch..	*711
2.00	0.577	11,530	24,836 61	12,418 30	3/23/11	100	8/—/11				Dutch..	712
1.82	1.042	11,890	49,743 59	24,871 80	11/20/08	100	9/ 9/11			Oiled	Niagara.	†713
1.09	1.090											
1.67	1.670	9,470										
4.01	0.900	14,440										
3.99	0.775	14,620	66,014 34	35,293 91	11/14/08	100	8/—/10			Oiled	Livings..	714
			62,412 20	32,795 37	4/15/10	100	12/21/12			Oiled	Livings..	715
1.95	0.538	9,280	19,318 32	9,659 16	4/25/11	100	7/—/12			Oiled	Livings..	716
5.10	0.985	13,760	58,158 67	29,079 33	5/ 2/11	100	8/24/14				Livings..	717
1.99	0.812	11,840	24,353 24	12,244 61	6/15/12	100	7/14/15				Livings..	718
4.87	0.902	12,500	67,298 02	39,807 45	2/11/08	100	9/—/10				Greene..	†719
0.69	0.450		50,500 00	28,785 00	2/ 5/08	100	11/18/08			Oiled	Wash...	720
4.16	0.767	11,520										
0.21	0.615	10,180										
0.25	0.575	10,330										
1.35	0.659	11,120	2,274 54	1,296 49	6/15/11	100	9/ 4/12				Wash...	720A
1.28	0.158	6,410	28,200 00	16,074 00	1/29/08	100	11/24/08	1915	1.86	Bit. Mac.	Wash...	721
1.81	0.571	11,050	21,400 00	12,198 00	2/ 3/08	100	11/18/08			Oiled	Wash...	722
4.17	0.458	8,070										
2.99	0.750	12,980										
1.26	0.771	11,350										
7.37	0.805	11,200	36,245 97	20,661 03	11/14/08	100	8/ 3/10	1916	4.77	3" WB	Wash...	723
			44,651 26	25,451 22	2/18/10	100	8/—/11				Wash...	724
			13,296 51	6,648 25	11/20/08	100	11/22/09			Oiled	Chem...	†725
			83,250 00	45,787 50	2/11/08	100	11/23/08			Oiled	Madison.	726
											Madison.	*727
2.82	0.789	13,140	37,045 17	18,522 58	2/19/10	100	7/—/11			Oiled	Rock...	728
0.85	0.796	11,270	30,481 40	15,240 70	4/ 7/10	100	12/—/10	1916	3.19	2 1/2" Bit. Mac.	Niagara.	†729
1.71	0.702	10,390	37,422 17	21,330 64	1/30/08	100	12/ 1/09			Oiled	Cattar..	730
3.44	0.896	10,845										
2.05	0.921	10,975										
6.63	0.785	10,410										
6.07	0.743	11,680	22,100 00	12,597 00	1/30/08	100	12/ 9/09			Oiled	Cattar..	731
			75,550 00	44,971 59	4/23/08	100	12/ 4/10	1915	8.79	Bit. Mac.	St. Law.	732
			80,078 41	46,450 47	4/23/08	100	12/ 4/10	1915	5.50	Bit. Mac.	St. Law.	733
								1916	2.52	3" Bit. Mac.	St. Law.	734
3.33	0.670	10,630	47,467 59	29,865 65	11/25/08	100	12/ 4/10			Oiled	St. Law.	735
0.66	0.831	12,140	93,405 70	59,448 59	2/18/10	100	12/ 4/10			Oiled	St. Law.	736
6.98	0.885	12,740										
3.57	0.496	9,720										
2.01	0.872	13,180										
2.73	0.649	11,090	37,480 30	29,234 64	11/14/08	100	1/30/11	1915		Bit. Mac.	Warren..	737
6.09	0.841	12,545	62,112 64	39,130 96	11/25/08	100	8/26/10				Cort....	738
			78,483 25	43,792 71	6/ 2/10	100	11/—/11			Oiled	Cort....	739
											Orange..	*739
2.75	0.722	11,470	30,834 00	15,417 00	4/ 7/10	100	12/14/10			Oiled	Niagara.	740
3.55	0.825	12,720	47,760 83	23,880 41	3/27/11	100	9/—/11			Oiled	Saratoga	741
4.33	0.890	12,170	52,700 00	29,512 00	1/30/08	100	11/18/08			Oiled	Steuben.	742
4.08	0.888	10,930	44,600 00	22,300 00	1/30/08	100	12/11/08	1913		Bit. Mac.	Suffolk..	743
								1916	1.75	F Con.	Suffolk..	744
3.31	0.541	8,670	30,394 80	22,188 20	5/18/08	100	10/—/08			Oiled	Essex...	745
4.93	0.985	13,140	71,899 56	56,081 66	5/18/08	100	11/21/09				Essex...	745

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

* page 518 for explanation

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
746	1.12		14	26	Sst. 5", 2"	7	Li.	24	Sc., water		9,166
747	5.91		16	28-32	Sst.	4	Tr.	2	Asp. (10)		33,007
748	13.51		16	26-30	Qrs.	3	Li.	3	App. (10) (3)		51,073
	1.97		16	26-30	Qrs.	3	Li.	3	Sc., water	C. O. (10)	18,468
*749		10.30	16	32	Li.	3	Li.	3	Asp. (2)		96,680
750	5.95		12	22-32	Li.	5	Li.	3	Ro. Asp. (14)		41,947
751	7.08		16	28	S Con. (1) (16)	5	Br. (7, 9, 22, 23, 27)	4			66,457
752	2.75		12, 16	26	Sub.	6	App. St.	2	Sc., water	H. O. (3)	21,147
753	1.40		12	26	Grv.	6	Grv.	3	Glu. (20)		9,845
754	1.46		12	26	Sst.	5	Li.	3	Sc., water	C. O.	10,225
755	2.74		14-24	24-28	Li.	4	Li.	3	Asp. (10)		23,317
	1.51		14-16	28-32	Li.	4	Li.	2	Asp. (10)		12,867
756	7.03		14	24, 26	Gn.	4	Gn.	24	Sc., water		57,528
757	0.50		16	32	S Con. (5) (11)	5	Br. (19)	4			4,707
	2.28		16	32	S Con. (5) (11)	6			T. (17)	H. O. (3)	21,714
758	8.33		16	28-38			F Con. (6, 8)	5			78,163
758A											
759	2.15		16	28-32	S Con. (11)	5	Br. (1) (10) (25)	4			20,184
760	3.83		16	32	Sst.	4	Gn.	3	Sc., water		35,955
761	6.29		16	25, 32	Li†	4	Li.	†3	Asp. (10)		59,077
762	6.02		16	26	Li.	4	Li.	2	Br. (1)		56,718
*763		7.14	12	26	Qrs.	3	Qrs.	3	Asp. (10)		50,025
			12		Grv.	3	Grv.	3	(Shoulders)		50,025
*764											
765	4.12		16	24	Grv.	6	Grv.	4		H. O. (10)	39,726
766	7.12		16	26	Grv.	5	Li.	3	Sc., water	C. O. (7)	66,844
767											
768	5.86		14	24, 28	Gn.	3	Gn.	3	Sc., water	Oil (10)	48,420
†769	4.21		14	22-28	Gn.	3	Gn.	3	Asp. (2)		34,476
770	3.50		14	28	Gn.	3	Gn.	3	Asp. (3) (10)		28,716
*771											
772	3.71		16	30	Sst.	4	Sst.	3	Asp. (3)		34,822
773		2.38	16	28	Sub.	9	App. St.	3	Sc., water		22,354
*774											
775	4.42		14	24, 26	Gn.	4	Gn.	†24	Asp. (10)		36,090
776	7.26		14	24, 28	Sst.	4	Sst.	2	Asp. (10)		59,629
777	4.33		14-16	26, 32	Li.	3	Li.	3	Asp. (3)		38,403
*778											
*779											
780	2.91		16	28	Gn.	4	Tr.	24	Asp. (10)		26,885
781	0.80		16	26, 28	App. St.	3	App. St.	3	Sc., water		7,584
782	0.43		14-35	25, 30	App. St.	4	Tr.	2	Sc., water		3,563
783	0.68		14-16	26-34	App. St.	4	Tr.	2	Sc., water		6,272
†784	3.12		16	24-32	Sst.	3	Li.	3	Asp. (10)		29,256
*785											
786	3.76		14	28	Li.	Av. 34	Li.	Av.			
787	0.47		†124	33	S Con. (8)	5	Br. (11)	24	Sc., water	H. O. (10)	30,904
†788	4.63		14	26	Bl.	3	Li.	4			3,462
	2.57		14	26	Bl.	3	Li.	3	Sc., water	H. O. (10)	38,021
789	5.74		14	26	Gn.	4	Sst.	†3	Asp. (10)		21,124
790	2.17		16	24, 26	Sst.	3	Sst.	3	Asp. (10)		47,161
*791											20,369
*792											
793	2.34		14	24	Sst.	3	Li.	3	Sc., water	H. O. (10)	19,596
†794	10.14		16, 19	32	Slag	3	Tr.	3	Asp. (10)		96,250
†795	6.20		14	26	Sst.	3	Sst.	3	Asp. (2)		51,024
796	4.62		16	26, 28	Sst.	3	Sst.	3	Asp. (2)		43,372
797	2.14		16	22, 32	Sst.	4	Sst.	2	Asp. (10)		20,050
	1.27		16	26, 36	Sst.	4	Sst.	3	Asp. (10)		11,931
798	1.80		14	26	Gn.	4	Gn.	†3	Asp. (10)		14,796
	1.02		14	26	Gn.	4	Gn.	2	Asp. (10)		8,332

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
0.98	0.678	11,585	\$12,062 02	\$7,719 69	4/18/10	100	12/—/10	.....	.....	Oiled.....	Oswego..	746
5.91	1.083	15,700	92,788 07	69,494 63	12/ 5/08	100	11/—/09	.....	.....	.....	Dela....	747
3.50	0.905	15,710	83,899 63	44,466 80	4/27/11	100	8/—/12	.....	.....	.....	Dutch..	748
1.96	0.634	13,160	}	}	6/23/11	95	.....	.....	.....	.....	Niagara..	*749
10.30	.....	.....									Erie....	750
4.47	0.996	13,860	68,632 94	35,689 13	11/14/08	100	9/21/10	.....	.....	.....	Erie....	†751
7.08	2.418	25,020	177,144 11	102,743 58	5/28/10	100	9/ 4/12	.....	.....	.....	Erie....	752
2.25	0.896	13,320	32,481 12	16,553 00	6/15/12	100	11/12/13	.....	.....	Oiled.....	Cayuga..	753
1.05	0.778	11,050	12,905 49	6,581 80	6/29/12	100	12/20/12	.....	.....	.....	Cayuga..	754
1.09	0.874	10,905	12,856 18	6,813 78	11/14/08	100	8/13/10	.....	.....	Oiled.....	Steuben..	755
2.48	0.960	15,930	53,212 68	30,436 87	4/12/10	100	9/ 9/11	.....	.....	.....	Albany..	756
1.37	0.835	14,760	}	}	5/18/08	100	12/ 3/09	1912	0.25	Bit. Mac.....	Essex...	757
6.13	0.811	14,110									Niagara..	758
0.50	2.011	24,146	40,641 48	20,550 28	6/21/12	100	11/12/13	.....	.....	.....	Niagara..	758A
2.28	0.876	11,890	}	}	3/ 5/14	100	11/26/15	.....	.....	.....	Niagara..	759
8.33	.....	11,472									Niagara..	760
2.15	1.983	24,250	53,558 74	32,251 18	6/12/12	100	7/23/13	.....	.....	.....	Niagara..	761
3.83	0.635	7,840	32,269 36	16,400 08	3/ 6/14	100	12/ 7/14	.....	.....	.....	Monroe..	762
6.29	0.939	12,490	80,468 20	40,393 43	4/ 9/10	100	12/30/11	.....	.....	Oiled.....	Oneida..	763
6.02	0.892	14,590	87,545 33	49,720 50	3/ 2/10	100	6/12/11	.....	.....	Oiled.....	Colum..	764
5.33	0.880	23,480	}	}	4/ 4/11	90	.....	.....	.....	.....	Colum..	*765
5.33	0.324	.....									Monroe..	*766
4.12	0.557	10,090	41,571 70	20,785 85	4/29/12	100	1/ 8/13	.....	.....	Oiled.....	Renss..	767
7.12	0.679	12,109	86,236 63	43,118 31	1/13/15	100	10/26/16	.....	.....	.....	Monroe..	768
5.15	0.413	10,700	59,973 52	29,986 76	6/20/08	100	8/ 1/10	.....	.....	.....	West....	769
3.67	0.679	11,400	44,591 40	22,295 70	11/20/08	100	12/22/10	.....	.....	.....	West....	770
3.05	0.824	16,320	54,794 77	27,397 39	5/13/10	100	1/23/12	.....	.....	.....	West....	*771
3.67	0.914	14,000	52,761 06	30,601 41	3/22/11	100	12/21/11	.....	.....	Oiled.....	Niagara..	772
2.38	0.904	11,645	32,000 00	16,273 43	8/24/16	.....	.....	.....	.....	.....	Oswego..	773
3.84	0.813	12,010	48,714 64	24,357 32	2/19/10	100	1/ 4/11	.....	.....	Oiled.....	Niagara..	*774
6.35	0.802	11,210	74,511 30	57,373 70	2/19/10	100	12/19/10	.....	.....	Oiled.....	West....	775
4.09	0.784	10,760	45,476 24	35,057 63	3/22/11	100	12/18/11	.....	.....	.....	Clinton..	776
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Clinton..	777
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Clinton..	*778
2.91	0.841	13,910	40,476 58	20,238 29	3/17/10	100	7/31/11	.....	.....	Oiled.....	Clinton..	*779
0.80	0.625	11,680	9,342 00	6,165 72	9/30/08	100	11/ 7/08	.....	.....	.....	West....	780
0.38	0.806	11,710	4,700 00	3,102 00	9/22/08	100	11/ 9/08	.....	.....	.....	Otsego..	781
0.67	0.776	10,590	7,209 00	4,830 03	9/22/08	100	11/ 9/08	.....	.....	Oiled.....	Otsego..	782
3.12	0.969	14,850	46,320 76	28,255 67	11/14/08	100	11/15/10	.....	.....	.....	Otsego..	783
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Otsego..	*784
3.29	0.720	11,880	42,151 84	28,689 01	4/ 9/10	100	1/19/12	.....	.....	Oiled.....	Otsego..	785
0.87	1.953	20,135	7,606 94	4,640 23	4/ 9/10	100	2/17/11	.....	.....	.....	Otsego..	786
4.05	0.698	11,910	86,331 10	45,006 57	11/14/08	100	11/—/10	.....	.....	Oiled.....	Schenec..	†788
2.25	1.017	14,910	}	}	2/19/10	100	1/23/12	.....	.....	.....	Schenec..	789
5.02	0.976	14,640									Albany..	790
2.17	0.664	13,020	77,566 49	44,212 90	3/21/11	100	9/ 9/11	1913	.....	Brick.....	Albany..	*791
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Albany..	*792
2.09	0.758	11,930	26,101 22	13,050 61	3/31/11	100	9/ 9/12	.....	.....	Oiled.....	Schenec..	793
10.25	0.130	12,672	131,358 22	65,679 11	11/14/08	100	9/22/10	.....	.....	Oiled.....	Suffolk..	†794
5.44	0.722	14,200	82,865 50	72,092 98	11/20/08	100	7/19/10	1916	2.45	2½" Bit. Mac...	Sullivan..	†795
4.62	0.785	12,430	57,436 19	38,482 25	11/14/08	100	12/16/09	1914	2.13	Bit. Mac.....	Greene..	796
2.14	0.818	13,440	47,390 96	32,225 85	2/19/10	100	12/—/10	.....	.....	.....	Greene..	797
1.27	0.930	14,490	}	}	2/17/10	100	12/20/10	.....	.....	.....	Putnam..	798
1.58	0.827	20,240									Putnam..	798
0.89	0.744	19,460	\$53,243 37	\$26,621 69	2/17/10	100	12/20/10	.....	.....	.....	Putnam..	798

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Surfacing	
					Kind	Thickness	Kind	Thickness		
799		4 21	16-20	32			F Con (20)	6		42,000
		1.08	16	32			F Con	8 P		10,120
800		6 61	16	32			F Con	7 P		62,861
		0.00	16	32	Sl	5	App. St	3	Sc., water	898
801	4 64		14	24, 32	Sub.	6	Li	24	Sc., water	38,101
802	2 85		14-26	24, 43	Li	3	Li	3	Sc., water	22,663
	2 39		14	24	Sub	6	Li	3	Sc., water	19,629
803	4 55		14-16	30, 32	Dol	3	Li	3	Sc., water	38,211
	3 68		14-16	30, 32	Sub.	6	Li	3	Sc., water	30,700
804	4 46		14, 16	26	Gn.	4	Gn.	2	Asp. (10)	37,839
	2 63		14	26	Gn.	4	Gn.	3	Asp. (10)	21,644
805	3 67		16	26	Gn.	3	Gn.	3	Asp. (1)	30,300
806	4 96		14-26	24-32	Sub.	6	Li	3	Sc., water	41,779
	0 67		26-41	26-41	S. Con (8)	5	Br. (32, 14)	4		11,508
*807										
808	0 97		16-24	28-36	Li	3	Tr		(12)	11,239
809	0 70		16-44	22, 44	Li	3	Li		(10)	8,445
810	1 03		16	28-28	Grr.	4	Li		water	9,698
811	2 39		14	26	Li	4	Li		water	19,570
	0 86		16	28	App. St.	4	Dol		(10)	8,100
812	1 90		16	28	Grr. 6, App. St. 3	9	Dol		(10)	17,804
	0 92		16	28	Grr. 6, App. St. 3	9	Dol		(10)	8,602
	1 12		16	28	App. St	4	Dol		(10)	10,496
*813										
814	5 31		14	28	Sub.	6	Li		water	Glutrin.
	0 12		16		Old Mac		Li		(1)	1 085
815	1 28		16, 14	30-45	Gn.	4	Li		(1)	11,041
	1 04		16, 14	30-32	Gn.	34	Li		(1)	8,605
	3 79		16, 14	25-40	Gn.	3	Li		(1)	31,656
*816										
817	3 49		14	26	Sub. 6, Dol. 2	8	Dol		water	H. O. (10)
	0 08		14	26	Dol.	4	Dol		water	H. O. (10)
*818										
*819										
820	6 52		14-16	28-36	Gn.	4	Gn		(10)	52,924
821	5 50		14	24, 28	Sy	4	Sy		(10)	45,285
	0 92		14	26	Gn	4	Gn.		water	30,080
822	1 80		14	26	Sub. 6, Gn. 2	8	Gn.		water	14,817
	4 00		14	26	Sub. 12, Gn. 2	14	Gn.		water	7,583
823	4 84		14	24	Set	4	Set		(10)	38,510
824	3 34		14	24	Set.	3	Set		(10)	27,220
825	3 83		14	28	Grr	6	Li		(10)	27,372
826	5 93		14	28	Set	3	Set.		(3)	49,082
827	6 70		14	24	Sub.	6	Li		water	H. O. (3)
828	3 33		14, 16	28	Li	3	Li		(10)	27,749
	3 84		14	28	Fid	6	Li		(10)	31,506
829	4 17		16	26-32	Li	4	Li		water	29,103
830	3 56		16	26	Sub	9	Li		water	33,439
*831		5 63	16	24-26	Sub	9	Sy		e., water	52,850
832	1 33		16	32	S Con (10)	5	Br. (22)		4	12,468
	1 18		16	32	Li	3	Li		3 Asp. (1)†	11,121
833	5 44		14	28	Sub	6	Set.		3 Sc., water	H. O. (10)
834	7 79		14, 16	26, 28	Sub.	6	Tr.		3 Sc., water	H. O. (10)
835	2 29		12	23-24	Li	3	Li.		3 Sc., water	
	4 75		12	24-26	St. 6, Li. 3	8	Li.		3 Sc., water	
*836										
837	4 77		16	26	Li	11	Li		3 Asp. (10)	44,760
838	0 66		16	28	App. St.	8	Sy		3 Asp. (10)	5,220
839	1 21		16	28	Li	3	Li		3 Sc., water	11,412
840	4 37		16	28	App. St	3	Sy.		3 Asp. (3)	39,850
841	4 45		16	24, 28	Grr.	4	Li		2 Asp. (10)	41,760
842	0 27		16	26	Li	4	Grr. (M&M)		2 Asp. (1)	2,543
843	0 17		16	28	App. St	4	Li		2 Asp. (1)	1,924
844	1 06		16	28, 32	Li	3	Li		3 Asp. (7)	9 950

* See list by counties.

† Changed from original plans.

‡ Includes Hy. No. 471.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Per section road	Costs		Date of contract	Highway No.
		Total	State's share		
4.47	1	62,000 00	40,300 00	8/30/13	799
1 08	1				
6 61	1	124,000 00	66,485 00	6/ 9/16	800
0 09	1				
4 06	0	47,155 24	33,006 67	4/ 5/10	801
2 52	0	64,671 39	41,539 40	3/30/11	802
2 09	0				
4 07	0	71,609 91	41,616 17	5/ 3/12	803
3 27	0				
4 00	0	81,668 67	62,884 88	2/19/10	804
2 31	0				
3 23	0	37,913 46	24,643 76	4/29/11	805
4 45	0	86,700 21	47,845 56	10/20/14	806
1 23	2				
1 19	1	20,639 00	13,002 67	12/22/08	*807
0 91	0	12,940 90	9,188 06	12/22/08	808
1 03	0	9,743 25	4,866 12	3/12/14	809
2 18	0	25,896 97	16,703 03	4/17/10	810
0 86	0				
1 90	0	62,163 05	28,889 68	4/17/10	812
0 82	0				
1 12	0				
4 66	0	55,964 23	30,743 50	6/12/12	*813
0 12	0				814
1 18	0	86,658 11	48,377 76	3/27/11	815
0 92	0				
3 37	0				
3 06	0	39,773 15	23,351 55	8/31/15	*816
0 07	0				817
5 74	0	66,177 82	48,971 59	2/18/10	*818
4 82	0	63,103 36	47,827 52	2/19/10	*819
3 52	1				820
1 58	0	71,658 12	57,878 95	10/ 6/14	821
0 61	0				
4 21	0	76,190 22	66,285 49	4/ 9/10	822
2 90	0	53,293 97	46,366 75	4/27/11	823
2 92	0	39,917 11	23,151 92	3/23/11	824
5 22	0	66,039 27	38,490 79	3/23/11	825
5 86	0	85,244 44	42,622 22	6/13/12	826
2 96	1	106,996 96	56,549 34	6/14/12	†827
3 26	0				†828
4 17	0	44,473 90	22,806 03	3/18/14	829
3 56	0	35,490 03	21,648 92	5/10/15	830
5 63	0	72,200 00	49,096 00	5/27/15	*831
1 33	2	47,644 09	24,668 66	6/18/12	832
1 18	0				
4 77	0	55,682 56	37,736 37	3/24/11	833
6 64	0	82,784 35	44,703 55	4/ 5/10	834
1 72	0	71,360 38	46,397 25	3/12/14	835
3 56	0				
4 77	0	56,439 02	31,041 46	3/23/11	*836
0 56	1	9,103 57	4,733 86	3/23/11	837
1 21	0	12,861 57	7,901 09	3/27/11	838
4 25	1	55,618 47	27,809 24	5/10/11	839
4 45	0	60,903 07	43,857 05	2/19/10	840
0 27	0	4,650 46	2,325 23	2/19/10	841
0 17	0	2,623 32	1,711 86	5/28/10	842
1 06	0	14,191 63	7,379 75	6/19/12	843
					844

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation

urfacing	Square yards of pavc ment
.....	32,836
.....	2,311
.....	47,230
.....	44,843
.....	30,747
.....	11,374
D. (10)	44,031
.....	6,770
.....	2,469
.....	267
.....	7,457
.....	7,604
.....	8,532
.....	20,089
.....	42,265
.....	4,627
.....	12,404
.....	15,972
D. (9, 10)	35,071
.....	12,474
D (1).	1,636
.....	20,246
.....	8,273
.....	3,333
.....	4,656
.....	17,034
.....	9,900
.....	1,192
.....	10,851
.....	34,400
.....	9,376
.....	1,800
.....	18,566
.....	10,549
.....	18,010
.....	6,765
.....	6,126
.....	12,218
.....	11,300
.....	3,631
.....	4,315
.....	20,460
L (1)	28,705
L (1)	12,320
D. (10)	44,034
D. (10)	36,666
.....	9,152
.....	63,220
Se., T (17)	58,585
.....	22,920
.....	14,879
.....	21,265
Cl.	17,586
.....	16,306
.....	9,856
.....	5,111
.....	70,802
.....	30,326
.....	34,086
O. (10)	2,086
CO (10)	34,719
.....	5,985
.....	35,016
.....	52,628

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (*Continued*)

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
892	1.43		16	32	Sst.	3	Anor or Grn	3	Asp. (10)		13,457
†893	0.17		16	32	Li.	5	Li.	3	Asp. (10)		1,611
	3.44		15, 16	20-32	Li.	3	Li.	3	Asp. (10)		32,242
	2.49		16	26	Li. †	3	Li.	3	Asp. (10)		23,328
894	0.63		10	26	Sub. 6, Li. 2 †	8	Li.	3	Asp. (10)		5,885
	0.43		16	16-26	Li. †	3	Li.	3	Sc., water	H. O. (10)	4,089
895	0.89		16, 32	26-32	Li.	3	Li.	3	Trn. (1)		11,058
	0.53		16	28	Li.	2	Sy.	3	Asp. (10)		4,978
896	0.38		16	28	Old Mac.		Sy.	3	Asp. (10)		3,560
	0.62		14, 16	26, 37	Li.	4	Sy.	3	Asp. (10)		5,727
	0.90		14	26	Li.	3	Sy.	3	Asp. (10)		7,412
897	4.24		12	24	Li.	3	Li.	3	Asp. (10)		29,988
898	2.87		16	28	Tr.	3	Tr.	3	Ber. (1)		26,967
899	5.69		14	24	Gn.	3	Gn.	3	Asp. (10)		46,754
900	4.26		†16	24	Gn.	3	Gn.	3	Asp. (10)		41,316
901	0.08		†20	32	Old Mac.		Gn.	3	Asp. (10)		1,000
	1.84		16, †20	32	Gn.	3	Gn.	3	Asp. (10)		20,667
902	5.30		14	20-24	Sub.	6	Li.	2½	Sc., water	H. O. † (10)	43,440
903	2.07		14	21-24	Sub.	6	Li.	†2½	Sc., water	CO.	17,006
904	1.64		14, 16	28	Sub.	6	Gn.	3	Sc., water	H. O. †	14,643
905	3.90		14	22-24	Sub.	6	Sst.	3	Ber. (1)		32,063
906	5.98		14	22-24	Sub.	6	Sst.	3	Asp. (1)		49,122
	2.69		14	22-24	Sub.	6	Li.	3	Sc., water	CO. (10)	22,069
907	1.27		14	22-24	App. St.	3	Li.	3	Sc., water	CO. (10)	10,451
	0.17		14	22-24	App. St.	3	Li.	4	Sc., water	CO. (10)	1,400
908	1.03		25	28	S. Con. (11)(20)	5	Br. (17)	4			15,938
	1.04		16	28	Sub.	7	Li.	3	Asp. (1)		9,753
909	4.46		14, 16	20, 28	Gn.	3	Gn.	3	Asp. (10)		38,315
909A	0.13		14	24	Tel.	8	Tr.	3	Asp. (10)		1,089
910	3.87		16	28-30	Tr.	3	Tr.	3	Sc., water	CO. (10)	36,294
911	3.04		16, †23	30	Cem. Grv.	3	Cem. Grv.	3	Sc., water	HO. (1)	28,709
912	6.69		16	30	Tr.	3	Tr.	3	Asp. (10)		62,809
913	1.82		16	32	S. Con. (3, 11, 16)	5	Br. (3)	4			17,163
914	3.63		16	32-52	S. Con. (3, 15, 16)	5	Br. (25, 6, 20)	4			34,177
915	1.46		35, 40	36, 40	S. Con. (15, 16)	5	Br. (25, 6, 20, 24)	4			29,639
916	2.30		16	32	S. Con. (3)	5	Br. (27)	4			21,535
917	4.11		16	30	S. Con. (1)	5	Br. (8)	4			38,616
918	1.16		12	28	Sub.	6½	Li.	3	Sc., water		8,125
			4		(shoulders)		Grv.	3			2,708
919	3.87		12	28	Lo.	3	Lo.	3	Li. Sc., water		27,249
			4		(shoulders)		Grv.	3			9,083
920	3.00		12	24, 27	Sub.	6½	Lo.	3	Li. Sc., water		21,096
			4		(shoulders)		Grv.	3			97,032
921	2.13		14-22	23-26	App. St.	3	Sst.	3	Ber. (1)		18,996
922	1.85		14	24	Li.	3	Li.	3	Asp. (10)		15,171
	4.24		14-16	22-30	Li.	3	Li.	3	Sc., water		34,934
923	0.27		14	22-30			Li.	3	Sc., water		12,257
	0.17		14	30	Li.	6	Li.	3	Sc., water		1,360
924		6.03	10	22-26	App. St.	3	App. St.	3	Asp.		55,675
925		5.40	16	25-28	App. St.	3	App. St.	3	Li. Sc., water		50,720
926	4.49		14	24	Sub.	6	Li.	3	Sc., water	CO. (10)	36,920
927	7.22		14	22-26	Sub.	6	Li.	3	Sc., water	CO. (10)	59,327
	0.17		14	26	Old Grv. road		Li.	3	Sc., water	CO. (10)	71,400
*928											
929	0.48		14	22-24	Sub.	†6	Li.	3	Asp. (3)		3,937
	0.97		14	28	Li.	†4	Li.	3	Asp. (3)		7,959
930	0.32		16	26-44	Li.	3	Li.	3	Asp. (3)		3,013
	0.72		16	26	Sub.	†7	Li.	3	Asp. (1)		6,578
931	0.77		16	26	Sub. 6 †, App. St. 3	9	Li.	3	Asp. (1)		7,235
	5.69		16	26	App. St.	3	Li.	3	Asp. (1)		53,393
932	0.63		16	32	Old Mac. App. St.	2½	Sy. or Tr.	3	Asp. (3)		6,360
	0.52		16	32	App. St.	3	Sy. or Tr.	3	Asp. (3)		4,907
933	5.02		16	26	App. St.	3	Li.	3	Asp. (1)		47,129
934	4.90		14-16	26-30	App. St.	4	Li.	3	Sc., water	H. O. (10)	41,392
935	3.83		14	22-24	Sub.	6	Li.	3	Sc., water	CO.	31,442

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
1.43	0.746	10,615	16,006 95	8,483 68	4/25/11	100	1/ 8/12	.....	.....	.....	Wyom..	892
0.17	1.109	14,320	44,784 90	26,152 64	4/27/11	100	1/24/12	.....	.....	Oiled.....	Wyom..	893
3.43	0.859	11,970	48,645 85	27,241 73	4/29/11	100	8/27/12	.....	.....	Oiled.....	Wyom..	894
2.49	0.923	13,720										
0.62	1.015	14,590	14,432 88	5,890 41	5/ 1/11	100	7/ 8/12	.....	.....	.....	Dutchess	895
0.44	0.816	12,720										
1.18	0.917	13,115	33,583 11	16,791 55	5/ 4/11	100	1/ 2/12	.....	.....	.....	Onon...	896
0.53	0.819	13,420										
0.38	0.652	11,850	59,970 32	29,985 16	5/ 4/11	100	9/17/12	1914	1.39	Bit. Mac.....	Onon...	897
0.61	1.031	15,410										
0.79	0.925	14,410	40,932 31	20,466 15	4/28/11	100	1/23/12	.....	.....	Oiled.....	Nassau..	898
3.20	0.891	16,200										
2.87	1.073	14,083	80,667 69	40,333 84	4/25/11	100	1/ 8/13	.....	.....	.....	West....	899
4.98	0.716	15,379										
4.26	0.772	13,200	56,235 61	28,117 81	4/27/11	100	9/10/12	.....	.....	.....	West....	900
0.11	0.643	9,159										
2.20	0.867	11,262	24,788 27	12,394 13	4/29/11	100	1/23/12	.....	.....	Oiled.....	West....	901
4.63	0.929	13,230										
1.81	0.713	11,390	63,300 00	37,980 00	4/29/11	100	1/ 8/13	.....	.....	.....	Broome..	902
1.56	0.781	10,600										
3.42	0.954	12,960	21,450 00	12,441 00	4/25/11	100	2/14/12	.....	.....	Oiled.....	Steuben.	903
5.23	0.933	14,940										
2.35	0.831	14,150	16,952 59	8,984 87	4/27/11	100	12/21/12	.....	.....	Oiled.....	Steuben.	904
1.12	0.747	13,360										
0.15	0.892	14,720	45,231 59	28,495 90	4/27/11	100	1/19/12	.....	.....	Oiled.....	Steuben.	905
1.70	2.036	24,005										
1.04	1.056	14,805	81,399 77	49,305 47	4/29/11	100	9/26/13	1916	1.03	2½" Bit. Mac...	Steuben.	906
4.08	0.673	13,370										
0.12	1.350	18,960	52,156 06	27,642 71	4/29/11	100	12/21/11	.....	.....	Oiled.....	Steuben.	907
3.87	0.855	11,810										
3.06	0.699	13,170	58,722 45	15,817 69	6/12/11	100	10/15/12	.....	.....	.....	Madison	908
6.69	0.930	12,370										
1.82	1.905	23,580	57,334 46	28,667 23	4/25/11	100	1/23/12	.....	.....	.....	Putnam..	909
3.63	1.988	23,060										
3.15	1.833	28,730	1,527 50	822 50	3/30/15	.....	7/31/15	.....	.....	.....	Putnam..	909A
2.29	1.934	24,210										
4.11	1.962	23,610	46,539 36	23,269 68	6/13/11	100	1/ 8/13	.....	.....	Oiled.....	Suffolk..	910
0.87	0.738	10,210										
0.29	0.114	.....	40,955 20	20,477 60	12/ 4/11	100	12/10/12	.....	.....	Oiled.....	Suffolk..	911
1.90	0.653	8,310										
0.97	0.280	.....	84,011 75	42,005 87	5/26/11	100	1/18/13	.....	.....	Oiled.....	Suffolk..	912
2.25	0.780	11,780										
0.75	0.119	.....	43,646 71	21,823 36	4/25/11	100	9/12/12	.....	.....	.....	Erie....	913
2.02	0.740	17,303										
1.62	0.722	10,600	42,845 01	4/27/11	100	9/ 4/12	.....	.....	.....	.....	Erie....	914
3.72	0.668	11,125										
0.24	0.368	8,305	73,387 65	15,059 03	4/26/11	100	10/25/12	.....	.....	.....	Erie....	915
0.14	0.961	13,875										
6.03	0.788	12,160	56,319 31	28,159 65	4/28/11	100	1/ 8/12	.....	.....	.....	Erie....	916
5.40	0.674	10,800										
3.93	0.722	11,630	98,096 13	49,048 06	6/15/11	100	1/18/13	.....	.....	.....	Erie....	917
6.32	0.801	10,840										
0.15	0.488	7,900	10,205 57	5,202 78	4/25/11	100	2/26/12	.....	.....	.....	Wayne..	918
0.42	0.822	13,390										
0.85	0.924	14,230	26,515 09	13,257 54	4/27/11	100	12/21/11	.....	.....	Oiled.....	Wayne..	919
0.32	0.761	11,230										
0.72	1.095	14,350	29,824 17	14,912 08	4/29/11	100	12/20/12	.....	.....	Oiled.....	Wayne..	920
0.77	1.214	15,470										
5.69	0.967	13,150	35,501 81	17,382 34	4/27/11	100	1/ 2/12	.....	.....	.....	Ulster...	921
0.68	0.950	11,770										
0.52	0.986	12,105	17,750 99	8,875 49	4/25/11	100	1/23/12	.....	.....	Oiled.....	Genesee.	922
5.02	0.959	14,510										
4.42	0.783	12,230	47,545 86	23,772 93	4/25/11	100	11/20/12	.....	.....	.....	Genesee.	923
3.35	0.778	11,420										
0.42	0.822	13,390	73,300 00	41,048 00	6/12/11	.....	.....	.....	.....	.....	Erie....	924
0.85	0.924	14,230										
0.32	0.761	11,230	58,300 00	29,659 58	6/12/11	.....	.....	.....	.....	.....	Erie....	925
0.72	1.095	14,350										
0.77	1.214	15,470	47,658 86	25,686 98	6/27/11	100	12/ 5/12	.....	.....	Oiled.....	Tomp...	926
5.69	0.967	13,150	72,577 63	43,916 00	6/17/11	100	12/ 5/12	.....	.....	Oiled.....	Tioga...	927
0.15	0.488	7,900	.....	.....	.....	.....	.....	.....	.....	.....	Rock....	*928
0.42	0.822	13,390	18,765 34	14,074 00	12/ 6/11	100	12/12/12	.....	.....	.....	Faxon...	929
0.85	0.924	14,230										
0.32	0.761	11,230	3,677 61	2,905 31	12/ 8/11	100	12/12/13	.....	.....	.....	Clinton..	930
0.72	1.095	14,350										
0.77	1.214	15,470	96,830 47	53,494 31	6/15/11	100	12/30/13	.....	.....	Oiled.....	Oncida..	931
5.69	0.967	13,150										
0.68	0.950	11,770	14,592 93	7,454 58	6/21/11	100	7/17/12	.....	.....	.....	Oncida..	932
0.52	0.986	12,105										
5.02	0.959	14,510	72,834 50	40,002 53	6/15/11	100	2/ 5/13	.....	.....	.....	Oncida..	933
4.42	0.783	12,230										
3.35	0.778	11,420	56,798 84	37,808 10	6/17/11	100	12/ 2/13	.....	.....	.....	Otsego..	934
			39,713 69	26,211 04	6/17/11	100	10/ 2'12	.....	.....	Oiled.....	Otsego..	935

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
936	4.15		14	24	Sub.	6	Li.	3	Sc., water	CO. (10)	34,073
937	3.82		14-16	28-32	App. St.	4	Li.	3	Asp. (10)		32,656
938	3.77		14	24	Grv. Sub.	4	Grn.	3	Asp. (3)		30,596
939	1.82		14	28	S. Con. (21)	5	Br. (34)	4			15,005
	6.63		7-20	28-38	S. Con. (1, 6, 16)	5	Br. (11)	4			27,490
940	4.25		2		(shoulders)		Grv.	A 2½			7,111
		†16	22-28	S. Con. (16)	5	Br. (15)	4			40,029	
941											
942	0.66		14	24	Li.	3	Li.	3	Sc., water		5,443
943	0.89		14	26	Sst.	3	Sst.	3	Asp. (10)		7,037
944	0.49		14	26	Sst.	3	Sst.	3	Asp. (10)	H. O. (10)	4,029
	0.57		†16-18	26	Sub.	7	Li. & Sy.	3	Asp. (10)		5,394
945	0.15		†18-25	40	S. Con. (16)	5	Br. (17)	4			2,170
	0.41		24	30	Sub.	6	Li.	3	Asp. (4)		5,715
946	3.77		14	24	Sub.	6	Li.	3	Sc., water	H. O. (4)	30,968
	1.98		14-16	24-32	Sub.	6	Li.	3	Sc., water	H. O. (4)	18,257
†947	9.01		16	24-32	Li.	5	Li.	3	Asp. (13)		84,607
	1.12		16-17	32-42	S. Con. (13)	5	Br. (11)	4			10,641
948	1.52		16	24-28	Sub.	6	Li.	3	Asp. (1)	H. O. (10)	14,395
	1.74		16	28	Li.	3	Li.	3	Asp. (1)		16,365
949	0.19		16	28	Li.	3	Li.	3	Sc., water	H. O. (10)	1,405
	0.11		16	28	Li.	6	Li.	3	Asp. (1)		1,004
949	0.29		16	28-32	Qrs.	†4	Qrs.	3	Asp. (10)	H. O. (10)	2,704
950	0.80		16	32	App. St.	3	Grn.	3	Ber. (1)	Trn. (1)	7,499
†951	2.37		14-16	24-28	Sub.	6	Sst.	3	Asp. (10)		20,043
952	1.09		14-24	22-30	S. Con. (8)†	5	Sst.	2	Asp. (10)		10,451
953	3.56		14	26	Sub.	6	Sst.	3	Asp. (10)		29,202
	0.92		8, 16	28	App. St.	3	App. St.	3	Asp. (10)		8,937
†954	†0.04		16	37	S. Con. (1, 17, 22)	5	Br.	4			373
	0.46		16	32	Sst.	3	Sst.	3	Asp. (10)		4,287
955	0.45		14	26	Sub.	9	Li.	3	Sc., water	Glu.	3,624
956	0.14		37	37	S. Con. (8)(9)	6	Grn. Blk.	4			1,624
957	0.32		16-27	26-32	App. St.	3	App. St.	3	Asp. (1)		4,422
	0.43		16	32	Sub.	6	App. St.	3	Asp. (1)		4,028
958	4.27		14-16	24-28	Li.	3	Li., Grn.	3	Asp. (3)		35,443
†959	3.86		14	24-32	S. Con. (16)	6				Sc., H. O. & T.	31,929
†960	2.80		14	24-32	S. Con. (4) (11)	5				H. O. (4), T. (16)	23,150
961	0.19		16	32	App. St.	3	App. St.	3	Asp. (1)		1,813
962	5.09		14	28	S. Con. (13)	5				Sn., T. (17)	43,307
963	6.02		14-16	24-26	Sub.	6	App. St.	3	Sc., water	H. O. (10, 3)	49,102
964	6.10		12-16	23-30	S. Con. (1)	5	Sst.	1	T. (17)		40,523
965	9.52		12-16	22-24	S. Con. (5)	5				T. (17)	62,138
965A	0.38		28	40	S. Con. (5)	5	Br. (22)	4			6,346
	9.52		12-16	22-24			Slag	1½	T. (17)		67,990
966	4.04		14	26	Dol.	3	Dol.	3	Sc., water	H. O. (10)	23,212
967	3.36		14-16	26-32	Dol.	3	Dol.	3	Sc., water	H. O. (3), Glu.	23,224
†968	4.07		16	26	S. Con. (1)(2)	6					33,127
969	1.04		14	28	Li.	7½	Li.	3	Asp. (1)		9,557
*970	5.50		14	28	Sub.	6	Li.	3	Asp. (1)		45,371
			14-16	28	Sub.	6	Sst., Gru.	3	Asp. (1) (7)		22,957
970A			14-16	28			Grn.	3	Asp. (1, 7)		22,743
	10.26		14-16	28	Sub.	6	Grn.	3	Asp. (1, 7)		65,343
970A											
971	7.68		14-50	26-50	S. Con. (13, 16)	5				Sn. H. O. (3), T. (17)	65,323
972	2.82		14-24	26-38	App. St.	4	App. St.	2½	Asp. (10)	H. O. (10)	23,227
	2.85		14	26	App. St.	4	App. St.	2	Sc., water	H. O. (10)	24,212
973	5.22		14	26	Grv.	6	Lo. St.	3	Sc., water		42,571
974	6.42		14	24	Sub.	†7	Gn.	3	Ber. (1)		32,565
975	2.01		16	24-30	App. St.	3	App. St.	3	Asp. (3, 4)		18,668
976		3.52	16	26	S. Con. (13)	5				Asp. (16, 4)	23,028
977	2.45		16	29	S. Con. (8) (9)	5	Br. (22)	4			22,974
978	4.37		16	26	Sub.	6	Li.	3	Sc., water	H. O. (10)	41,074
979	8.27		16	24-26	Sub.	6	Sst., Li.	3	Sc., water	H. O. (3)	77,721
980	2.55		16	26	Sst.	4	Sst.	2½	Asp. (10)		23,911

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PERCENT PAYMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16' highway	Total	State's share				Year refaced	Miles	Type		
3.63	1 083	13,000	\$50,173 71	\$35,623 23	6/17/11	100	1/24/12				Otsego	936
3.48	0 869	11,820	43,080 54	29,725 57	6/13/11	100	12/10/12			Oiled	Lewis	937
3.38	0 795	11,940	85,136 18	29,797 66	6/14/11	100	1/ 4/15				Chaut.	938
1.60	1 736	20,500										
2.93	2 060	23,640	85,977 54	51,586 62	6/17/14	100	10/28/15				Chaut	939
0.83	0 071											
4.26	1 700	22,800	97,414 36	56,047 33	6/15/11	100	10/13/13				Chaut.	940
0.58	0 518	7,430	4,906 81	2,706 31	6/15/11	100	5/ 5/14				Sar'ga.	941
0.78	0 675	12,980	16,802 10	8,789 36	6/14/11	100	11/14/12			Oiled	Wash.	942
0 43	0 669	12,920									Mont.	943
0 57	1 096	17,090	15,647 19	6,702 25	6/15/11	100	1/ 8/13				Seneca	944
0 23	2 121	26,710										
0 61	0 895	12,050	44,847 76	29,399 75	5/ 7/12	100	1/20/13				Allegh'y.	945
3.30	0 794	11,190										
1.95	0 947	12,150	24,508 03	12,304 01	6/20/11	100	10/10/12			Oiled	Chem'g.	946
9 01	0 923	11,740										
1.13	2 283	24,310	136,473 73	71,457 92	6/21/11	100	1/30/13				Erie	947
1.52	1 015	14,130										
1.74	0 870	12,770										
0 19	0 648	10,680	47,671 70	23,810 85	6/13/11	100	1/ 8/13			Oiled	Albany	948
0 11	1 122	15,130										
0 29	1 213	19,420	5,769 08	3,399 04	4/26/12	100	1/ 8/13				Renss.	949
0 80	0 803	10,050	8,268 42	5,367 97	12/ 7/11	100	1/19/13			Oiled	Frank.	950
2.14	0 817	13,742	30,167 68	24,312 12	12/ 4/11	100	7/23/13			Oiled	Dela.	951
1.12	1 488	17,080	52,548 48	39,335 53	12/ 7/11	100	1/ 8/13				Dela.	952
3 11	0 768	10,321										
0 95	0 942	16,939	21,785 34	11,160 47	12/ 6/11	100	9/ 2/14				Nassau	953
0 04	1 810	29,714										
0 46	0 875	12,930	6,000 00	4,020 00	4/24/12	100	1/16/13				Greene	954
0 39	0 916	19,680	8,346 46	4,867 52	12/14/14	100	10/19/15			Oiled	Madison	955
0 19	3 300	43,490	14,016 35	5,106 78	6/11/12	100	10/27/13				Albany	956
0 47	0 816	20,170										
0 43		16,561	7,121 25		6/11/12	100	1/24/13				Albany	957
3 78					12/11/11	100				Oiled	Cattar.	958
3 40	0 968	13,210	46,358 53	28,988 14	12/11/11	100	1/18/13				Cattar.	959
2 47	0 940	15,580	39,444 47	26,023 35	4/25/12	100	8/28/13			Oiled	Cattar.	960
0 19	1 066	15,930	3,147 55	1,573 77	8/17/12	100	1/ 8/13				Onond.	961
4 47	1 019	13,390	64,172 93	35,294 62	6/12/12	100	1/ 8/13			Oiled	Madison	962
5 31	0 647	11,090	60,554 83	34,516 25	6/17/12	100	12/16/13				Broome	963
4 28	0 947	13,230	69,848 84	48,511 90	6/ 1/12	100	2/23/14				Allegh.	964
7 26	0 751	11,520	108,009 29	65,182 06	6/12/12	100	12/21/14				Allegh.	965
0 72	2 079	23,990										
7 24	0 249	2,770	20,884 87	14,509 93	3/29/15	100	11/13/16				Allegh.	965A
3 64	0 628	9,300	34,557 90	21,425 90	5/ 4/12	100	7/18/13			Oiled	St. Law.	966
3 06	0 600	7,200	32,098 91	18,617 37	4/29/12	100	1/18/13			Oiled	St. Law.	967
4 07	0 7	0	53,121 32	30,816 16	6/12/12	100	12/17/13				St. Law.	968
0 91	1 0	0	73,462 49	42,608 24	6/12/12	100	3/24/14				St. Law.	969
4 82	0 9	0										
5 60	0 8	53	93,696 40	55,280 28	6/11/12	100	6/25/14				St. Law.	970
3 49	0 2	15										
3 49	0 5	16	19,936 38	11,762 46	9/14/14	100	1/25/15				St. Law.	970A
9 00	0 8	14	113,631 78	67,042 74							St. Law.	970
											St. Law.	970A
8 98	0 8	70	101,534 23	50,339 83	6/13/12	100	1/25/14				Onond.	971
2 49	0 8	15	56,184 58	36,428 46	4/ 5/12	100	10/25/13				Oswego	972
2 58	0 6	15										
4 57	0 6	10	52,456 26	32,767 99	7/12/12	100	1/26/14			Oiled	Oswego	973
5 59	0 7	45	89,100 00	52,569 00	6/12/12	100	12/30/13				Putnam	974
2 01	1 0	00	29,853 76	15,822 50	4/27/12	100	12/ 2/13				Wyom.	975
2 62	0 7	30	80,000 00	48,802 62	0/18/12	98					Wyom.	976
2 45	2 0	80	73,509 87	36,754 93	4/24/12	100	9/ 4/14				Albany	977
4 38	0 6	25	47,819 61	28,045 18	4/24/12	100	1/24/13				Albany	978
8 27	0 7	40	100,201 06	50,085 53	4/25/12	100	1/ 8/13			Oiled	Albany	979
2 55	0 7	60	30,796 85	15,398 42	5/ 1/12	100	7/ 3/15				Renss.	980

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Surfacing	
					Kind	Thickness	Kind	Thickness		
981			16	26	S. Con. (10)	5			Grv., T. (17)	16,160
981A			14	26	F. Con. (10)	6				8,320
981	1 67		14	26	Grv. 5, Set. 4	10	Set.	3	Sc., water	4,044
981A	0 98		14	26	S. Con.	5	F. Con. (10)	4		16,160
982	0 49		14	26	Grv 5, Set. 4	t.				8,320
983	13 37		14-16	20-26	Sub.	t.			Grv., T. (17)	4,044
984	2 56		14	24	Sub.	t.			H. O. (10)	11,591
985	2 07		16	28	B. Con. (9)				T. (17) Sc., Sn.	21,00
985A			12	24	Gab. & Sy	sh. & Sy.	3	Asp. (7, 1)		19,335
985A			12	24	Sub. 12", St. 2"					34,210
985A			12	24	App. St.	sp. St.	3	Asp. (7, 1)		2,504
985A			4		(shoulders)	sp. St.	6			1,627
985A	4 87		12	24	Gab. & Sy	sh. & Sy.	3	Asp. (7, 1)		833
985A	0 36		12	24	Sub. 12", St. 2"					34,210
985A	0 26		12	24	App. St.	sp. St.	3	Asp. (7, 1)		2,504
985A			4		(shoulders)	sp. St.	6			1,627
986		10 97	14	26	Sub.	t.			Sc., water	87,360
987	6 38		14	24	Sub.	t.			H. O. (10)	52,360
988	0 35		16	28-30	App. St.	sp. St.	3	Asp. (10)	H. O. (10)	2,679
989	0 49		16	28	S. Con. (16)	(32)	4			4,654
990	2 25		16-140	28-40	S. Con. (18)	(32)	4			28,637
991	1 03		24-40	36-40	S. Con. (11,16)	(11)	4			14,805
992	4 84		16	32	S. Con. (16)		1	T. (17)		43,551
993	1 99		14-16	30	S. Con. (6)				Sc., T. (17)	17,009
994	1 20		16	30	Grv.	y	2	Sc., water	H. O. (10) Glu.	11,291
995	3 46		14	26-30	S. Con. (16)				Sc., T. (17)	28,352
996	4 88		12	24-28	Sub.	sp. St.	3	Asp. (10)		34,181
997	2 25		14	26	Sub.	t. St.	3	Sc., water	H. O. (4)	18,477
997	6 11		16	23-26	Set	t.	3	Asp. (10)		57,329
998	6 27		16	22-26	Set	t.	3	Asp. (10)†		58,811
999	6 08		14-16	24-30	Sub.		3		Glu. HO. (10)	55,666
1000			14	22-24	Sub.					40,580
1000A			14	22	Sub.	t.	3	T. (17)		40,560
1000A	4 96		14	24	Sub.	t.	3	T. (17)		16,400
1001	1 99		14	22-24	Sub.	t.	3	T. (17)		40,560
1002	6 45		14-16	26	Sub.	great	3	T. (17)		16,425
1003	1 31		16-32	28-36	Grv. Con. (d) (20)	6 App. St.	3	Sc., water		55,480
1004	0 37		16	26	Grv. Con. (d) (20)	4 Li	3	Asp. (3)	HO. (3)	14,131
1005	0 84		14	24	Sub.	6 Li	24	Asp. (3)	HO. (3)	3,465
1006	1 17		16	28-31	Sub.	6 App. St.	13	Asp. (3)	HO. (3)	6,837
1007	0 20		16	28	Sub.	6 App. St.	3	Sc., water	HO. (10)	11,019
1008	4 58		14	24	Sub.	6 Sat	3	Sc., water	HO. (3)	1,956
1009	6 55		14	24	Sub.	6 App. St.	3	Sc., water	HO. (11)	37,662
1010	2 97		16	26	Qrs	4 Qrs.	3	Asp. (10)		53,868
1011	2 72		14, 16	26, 32	Li	3 App. St.	3	Asp. (1) (10)		27,840
1012	1 28		14	28	S. Con. (6, 15)	6			HO (10), Glu	23,064
1013	0 52		16	32	App. St.	6 Li	3	Sc., water	T () HO. (3)	10,524
1014	0 96		16	32	App. St.	3 App. St.	3	Sc., water	HO. (4)	4,912
1015	4 70		8	30	Grv. Con. (h) (16)	5 Br. (19)	4			9 262
1016			16	32	Sc. Grv. Con. (h) (16)					24 960
1017	1 24		16	26	Sc. Grv. Con. (h) (16)					3,755
1018	0 16		16	26	Sc. Grv. Con. (h) (16)					
1019	1 51		16	30	F. Con. (15)	7P				1,400
1020	0 19		16	28	App. St.	6 Tr	2	Asp. (10)		14,165
1021	0 08		16	26	Sub. 5, App. St. 2	8 App. St.	3	Asp. (10)		1,764
1022	7 24		14-18	24	S. Con. (d) (10)	6			Sc., T. (17)	750
1023	3 03		16-45	30-45	S. Con. (h) (1, 16)	5 Br (25)	4			62,411
1024	3 86		14-16	26-30	S. Con. (h) (1, 16)	4			T. (17)	13,102
1025	1 04		14	26	Sub.	6 Li	3	Asp. (10)		31,866
1026	0 51		16	26	S. Con. (d) (8)	5 Grn. Blk	4			24,864
1027	5 61		14	26	Sub. 5, "Set. 2"	2 Sat	3	Sc., water		4,829
1028	6 79		16	30	Cem. Grv	3 Cem. Grv	3	Sc., water		47,089
1029	3 58		14	28	S. Con. (d) (5)	6			HO (10)	63,794
1030	0 59		14	28	App. St.	3 Tr	3	Asp. (10)	HO (10) T. (10)	32,084

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs		Per cent completed	Date of acceptance	PRESENT PAVEMENT			Highway No.
	State's share	Date of contract			Year resurfaced	Miles	Type	
1.72	\$12,818 96	4/25/12	100	10/28/14	...	...	...	Renss. 981
0.88	16,009 64	7/ 1/14	100	2/10/15	...	...	...	Renss. 981A
0.43								
1.72								
0.88	28,827 92	...	...	...	...	Oiled...	Renss.	981
0.43								981A
11.89	102,650 64	6/11/12	100	12/24/13	...	Oiled	Dela.	982
2.34	10,552 83	4/24/12	100	9/26/13	...	Oiled	Dela.	983
2.06	19,012 26	6/23/12	100	9/16/13	1915	2.07	Bit. Mac	Frank 984
3.64	54,003 32	6/20/12	100	12/ 7/14	...	...	...	Frank *985
0.27								
0.18	12,458 38	10/17/12	100	8/26/15	...	...	...	Frank 985A
0.09								
3.64								
0.27	66,461 60	...	...	...	...	Oiled....	Frank	985
0.19								985A
0.09								
9.30		1/ 7/15						986
3.59	44,700 61	6/13/12	100	11/ 4/14	...	Oiled	Otsego	987
0.33	2,769 97	4/25/12	100	1/18/13	...	...	Nassau..	988
0.49	26,747 08	4/24/12	100	1/20/13	...	...	Erie	989
3.65								
1.56	11,612 51	4/24/12	100	1/ 8/13	...	...	Erie	990
4.47	28,909 98	4/24/12	100	1/ 7/15	...	...	Erie....	991
1.51	12,389 64	4/19/12	100	12/10/12	...	...	Wayne	992
1.30	5,882 42	4/25/12	100	1/ 8/13	...	...	Wayne	993
3.02	20,068 65	4/25/12	100	12/19/13	...	...	Wayne	994
3.64	37,770 69	4/29/12	100	9/26/13	...	Oiled....	Cortl'd	995
1.97	18,646 58	4/29/12	100	1/ 8/13	...	...	Cortl'd	996
6.13	72,956 48	6/13/12	100	12/30/13	...	Oiled....	Greene	997
6.27	67,349 92	4 25 12	100	12/19 13	...	...	Greene	998
3.93	61,627 96	4 23 13	100	4/27/14	...	Oiled....	Schuy	999
4.32	32,774 72	4/24/12	100	1/20/14	...	...	Stauben	1000*
4.32	41,177 96	2/20/14	100	12/28/14	...	...	Stauben	1000A
1.77								
4.32	73,952 87	...	...	...	...	...	Stauben	1000
1.77							Stauben	1000A
6.14	34,036 93	4/27/12	100	8/10/15	...	...	Tomp	1001
1.56								
0.37	17,900 82	4/29/12	100	1/20/13	...	Oiled....	Tomp	1002
0.73								
1.17	7,653 69	6/15/12	100	10/27/14	...	Oiled....	Tomp	1003
0.20	2,129 63	6/10/14	100	10/29/14	...	Oiled....	Tomp	1003A
4.02	26,532 08	6/15/12	100	11/ 4/14	...	Oiled....	Tomp.	1004
5.73	29,433 12	7/20/12	100	6/ 2/14	...	Oiled....	Schuy	1005
2.97	21,009 28	6/13/12	100	7 23/13	...	...	Dutch..	1006
2.46	15,802 82	4/29/12	100	11/20/12	...	...	Dutch	1007
1.12	11,820 33	4/19/12	100	12/12/12	...	...	Clinton.	1008
0.53	3,315 58	5/28/12	100	12/ 2/13	...	...	Moproc	1009
0.96	8,031 30	5/ 4/12	100	9/ 2/13	...	...	Lavings.	1010
2.66	41,403 45	6/24/12	100	7/21/15	...	...	Chautau	1011
0.40								
1.24	19,745 76	4/24/12	100	5/ 7/15	...	...	Chautau.	1012
0.15								
1.51	14,506 02	7/16/15	100	10/30/16	...	...	Chautau.	1012A
0.19	2,438 02	4/27/12	100	1/ 8 13	...	...	Chem	1013
0.08	1,098 32	4/24/12	100	7/24 12	...	Oiled....	Chem	1014
6.45	52,831 67	6/14/12	100	12/ 6 14	...	Oiled....	West	1015
1.40								
3.40	68,385 61	4/25/12	100	3/25/14	...	Oiled....	Cayuga	1016
2.66								
9.51	62,106 05	3 16 14	100	2/ 5 15	...	Oiled	Emery	1017
3.01								
6.79	38,601 11	4 26 12	100	12 17 12	...	Oiled....	Suffolk	1018
3.42	29,938 51	6 24 12	100	10 4 13	...	...	Rock	1019
9.52								

APPENDIX A — COUNTY HIGHWAYS JANUARY 1

See page 518 for explanation

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Surfacing	
					Kind	Thickness	Kind	Thickness		
1020	4.81		14-19	19-28	Li	3 Li	3 Asp. (7)		37	
*1021				20-24						
1021A			14	20-24	App. St.	Av. 4 App. St.	3 Asp. (10)		24.64	
1021	3.52		14	20-24	App. St.	Av. 4 App. St.	3 Asp. (10)		28.64	
1021A										
			14	26	Se. Grv. Con. (d) (13)	6		Sn. T. (17)	14.22	
1022	3.18		14	26	Se. Grv. Con. (d) (13)	6		Sn. T. (17)	11.22	
			14	24	Sub	6 Gn	p. (8)		32.34	
1023	6.36		16-30	30-32	Grv. Con. (16)	5 Br. (32)			11.60	
1024	9.77		16	26	Li. or Sy	3 Li. or Sy	p. (1)		72.30	
1025	7.75		16	26-30	Grv. Con. (d) (14)	5 Br. (15)			21.50	
1026		3.99	10	28	F Con. (c) (16)	4 F Con. (b) (16)	2		25.60	
1027		4.34	16	24, 26	Set.	6 App. St.	p. (10)		13.08	
1028	1.39		14	26	Sub	6 Set	p. (10)†		34.22	
1029	4.16		16-50	32-50	Grv. Con. (h) (13)	5		T. (16), HO.	13.66	
1030	1.25		12, 16	24, 32	Grn.	6 Grn.	p. (1)		29.36	
1031	4.01		14-16	26-32	Sub.	6 Grn.	Water	Glu. HO. (3)	26.17	
1032	4.86		16	32	Sub	6 Grn.	p. (1)		9.4	
	1.01		20-46	30-54	S Con. (d) (9)	5 Br. (9)			15.13	
1033	1.00		9-19		S Con. (d) (9)	5 Br. (9)			3.24	
	0.60		16	28-32	Li	4 Li.	p. (7)		39.2	
1034	4.20		14	28	Slag	5 Li	p. (10)		21.55	
1035	0.53		16	32	S Con. (d) (11, 13)	5 Br. (4), (15)			4.8	
1035A	2.60		14	26	Li	4 Li	ck Asp.		31.7	
1036	3.77		16-30	30-32	Grv. Con. (1)	5 Br. (32)			13.6	
1037	1.01		16	26-32	S Con. (d) (16)	6 Br.			15.7	
1037A	0.39		16	28	Li	3 Li	p. (7)		15.7	
1038	2.89		34	34	Grv. Con. (h) (13)	5 Br. (14)			1.7	
	0.14		14	26	Grv. Con. (h) (13)	5		T. (17)	9.6	
1039	1.20		14-16	26	Grv. Con. (h) (13)	6		T. (17)	96.7	
	9.77		16	26	Li	4 Li	p. (1)		4.6	
1040	0.49		14	26	Li	4 Li	p. (1), (7)		48.35	
1041	6.07		4, 16	26	Li	4 Li	p. (7)		35.7	
1042	4.24		16	30-40	Grv. Con. (d) (5)	4		T. (17), Grv	12.2	
1043	1.31		16	28	S Con. (3)	5 Br. (17)			1.2	
1044	0.19		16	36	App. St.	4 Li	2 Asp. (1)		1.2	
	0.44		16	32	Li	3 Li	3 Asp. (1), (7)	HO. (2)	4.14	
1045		5.13	14	26	S Con. (d) (1)	6		T. (17)	23.6	
1046	2.80		28	28	Grv. 9, Grv. Con. (h) (1) 5	14 Br. (3)	4		21.51	
	1.23		34	34	Grv. 9, Grv. Con. (h) (1) 5	14 Med. Blk.	3		1.20	
1047	1.47		16-28	28-30	Grv. 9, Grv. Con. (h) (1) 6	15		Asp. (19)	13.90	
	0.35		24	24	Grv. 9, Grv. Con. (h) (1) 7	16		T. (17),	6.55	
1048	3.87		16	28-32	Cem. Grv	3 Cem. Grv.	3	Sn. HO. (9)	36.39	
1049	0.51		40	40	Grv. Con. (h) (10)	6 Br. (22)	4		12.5	
1050	1.58		16, 24	24, 32	Li	4 Li.	3 Asp. (1)		16.5	
	0.94		16	28-36	Dol. Li.	5 Tr.	3 Asp. (2), MM. 1		3.79	
1051	0.04		16	28	Dol. Li.	8 Tr.	3 Asp. (3), MM. 1		2.8	
	0.30		16	28	Sub. 6, Dol. Li. 2	8 Tr.	3 Asp. (2), MM. 1		2.8	
			9		App. St.	9 Tr.	3 Asp. (2), MM. 1		7.76	
1052	4.16		14	22-26	Gn	4 Gn	3 HC. T. (17)		24.74	
	0.54		14	26	Sub. 8", Gn. 2"	10 Gn	3 HC. T. (17)		4.73	
1053	1.45		16	30	(Old Mac.)	Asp. Bl.	3		13.51	
	0.01		16	30	(Old Mac.)	Set.	3 Sc. water		9	
1054		3.88	14	24	Slag	5 Li.	3 Sc. water		31.56	
*1055										
*1056										
*1057										
*1058										
*1059										
*1060										
1061	0.59		16-30	30	Grv. Con. (h) (1)	5 Br. (15)	4			

* See by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
4.04	1.005	12,670	\$53,636 38	\$41,646 66	6/19/12	100	12/30/13			Oiled	Lewis...	1020
		140	3,406 80	2,473 91	6/12/12	100	7/ 7/13				Warren..	*1021
3.08	0.921	14,905	47,998 00	35,231 35	2/20/14	100	1/ 8/15				Warren..	1021A
3.08	0.921	15,045	51,404 80	37,705 26							Warren..	1021
											ren }	1021A
1.51	0.871	11,890	36,281 05	19,954 58	6/12/12	100	8/ 8/13				Madison..	1022
1.27	1.016	13,250										
5.56	0.724	12,430	73,608 95	57,917 29	6/13/12	100	7/ 2/15				Warren..	1023
1.26	1.881	28,359	30,969 40	9,749 27	6/13/12	100	6/24/14				Cattar..	1024
7.75	1.009	16,010	124,136 88	99,309 50	6/11/12	100	8/17/15				Hamilt..	1025
3.99	2.176	28,800	115,000 00	74,750 00	5/10/15	60					Chaut..	1026
2.71	1.457	20,450	67,700 00	44,005 00	7/21/16	18					Chaut..	1027
1.39	0.828	13,140	18,262 55	11,870 66	6/17/12	100	12/10/12			Oiled	Schenec..	1028
3.64	0.763	12,640	48,889 61	31,778 25	6/11/12	100	9/26/13				Schenec..	1029
1.35	0.872	16,590	22,804 23	10,530 00	6/15/12	100	10/29/14				Living..	1030
3.13	0.955	14,530	50,342 23	36,246 40	6/12/12	100	11/30/13			Oiled	St. Law..	1031
3.85	0.886	12,280	64,250 46	46,260 33	6/ 8/12	100	2/23/14			Oiled	St. Law..	1032
1.01	1.081	13,110										
2.02	1.966	28,215	54,473 70	13,819 23	6/14/12	100	12/16/13				St. Law..	1033
0.34	1.965	28,205										
4.20	0.985	14,020	54,135 25	35,187 92	6/12/12	100	12/30/13			Oiled	Erie....	1034
2.27	1.339	29,890	61,000 00	39,650 00	6/17/12						Erie....	1035
0.53	2.367	28,345			7/31/14	100	10/19/16				Erie....	1035A
3.33	1.559	19,880	68,968 77	44,829 70	6/12/12	100	12/ 4/14				Erie....	1036
1.38	1.622	25,500	34,109 44	12,183 98	6/ 3/12	100	7/ 5/14				Erie....	1037
0.40	2.190	49,184	20,063 92	13,291 35	12/14/14	100	2/ 2/16				Erie....	1037A
2.90	1.055	16,630	48,848 42	31,751 47	6/12/12	100	1/26/14				Erie....	1038
0.39	2.206	24,200										
1.06	0.803	10,340	129,790 42	81,366 57	6/11/12	100	10/10/13	1916	2.61	2" Bit Mac.	Onon...	1039
8.63	0.942	11,640										
0.49	0.955	16,280	7,976 69	5,184 85	6/22/12	100	11/ 6/12				Onon...	1040
5.31	0.850	14,490	81,934 47	53,257 41	6/ 8/12	100	1/26/14			Oiled	Onon...	1041
3.81	0.805	11,580	45,806 48	29,773 56	6/27/12	100	9/—/13			Oiled	Onon...	1042
1.31	0.959	15,140	18,646 65	12,120 32	7/28/13	100	1/26/14	1916	1.31	2½" Bit Mac.	Onon...	1043
0.19	2.298	32,610	21,451 77	13,200 82	6/17/12	100	9/26/13				Onon...	1044
0.84	0.767	18,240										
5.13	0.787	10,860	56,900 00	36,985 00	6/22/12						Niagara..	1045
2.46	0.956	14,465	37,433 04	25,454 47	6/15/12	100	11/12/13				Oswego..	1046
2.72	1.989	36,630										
0.13	2.639	42,735	135,878 01	48,339 47	6/ 4/12	100	1/22/13				Oswego..	1047
2.02	1.320	23,840										
0.68	1.367	24,280										
3.87	0.939	12,575	51,600 00	33,540 00	6/12/12	100					Suffolk..	1048
1.12	2.118	42,010	38,895 02	5,623 51	7/ 2/12	100	2/16/13				Renss..	1049
1.76	0.833	13,110	22,152 82	9,738 76	6/12/12	100	12/ 2/13				Renss..	1050
0.93	1.440	18,305										
0.04	1.683	20,585										
0.30	1.433	18,235	25,658 95	14,338 29	5/28/14	100	1/13/15				Dutchess	1051
0.07	1.135	16,435										
3.63	0.874	14,085	61,913 23	40,243 60	12/14/14	100	7/ 5/16				West....	1052
0.47	1.374	18,785										
1.45	1.600	21,205	30,852 41	20,054 07	8/27/13	100	4/27/14				West....	1053
0.01	1.020	15,690										
3.39	0.921	13,720	48,300 00	31,395 00	1/ 7/15	53					Genesee..	1054
											Wyom..	*1055
											Wyom..	*1056
											Wyom..	*1057
											Wayne..	*1058
											Wayne..	*1059
											Wayne..	*1060
0.79	1.809	27,490	19,577 51	7,256 55	8/ 4/13	100	1/15/14				Chaut..	1061

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
1062	1.59		14	30	S. Con. (e) (16).	6 P.	Br. (3)....	4			20.32
1063	2.55		16	32	Grv. Con. (g) (14)	5	Br.	4			24.19
1064	2.48		14	32	Li.	5	Li.	3	Sc., water		20.39
	1.55		14	32	Sl.	5	Li.	3	Sc., water		12.76
1065	1.67		16	32	Grv. Con. (g) (14)	5	Br. (22)....	4			15.63
		4.92	16	32			F. Con.	7			46.21
1066		1.48	16-30	30-32	S. Con. (d, g) (16)	5	Br.	4	(14, 22, 15)		16.11
		0.18	16	22	S. Con. (d, g) (16)	6	St. Blk.	5			1.92
1067	4.08		16-28	28	S. Con. (d) (5, 15)	5	Br. (9, 22, 32)....	4			40.53
1068	3.12		14	26	Li.	4	Li.	2	Sc., water		25.68
1069	0.32		16	30	Li.	4	Li.	2	Asp. (1)....		3.14
1070	1.68		14-16	26-32	App. St.	4	App. St.	2	Sc., water	Glu. HO	14.37
1071	1.99		14	26	Grv. Sub., Grv. Con. (h) (10).	6				T. (16, 17) Grv.	16.35
		1.44	14	26	Li.	4	Li.	2	Asp.		11.82
1072		0.62	14	26	Li.	5	Li.	2	Asp.		5.10
		1.00	14	26	Grv. 6, Li. 5.	11	Li.	2	Asp.		8.21
		0.15	29	29	S. Con. (1, 10)	5	Br. (18)....	4			2.50
		4.73	16	24-28	Li.	5	Li.	2	Asp.		44.20
1073		1.67	14	28	Li.	3	Li.	2	Asp.		13.71
		0.23	16	30	Li.	2	Li.	2	Asp.		1.98
		0.45	14	24	Old Mac.		Li.	3	Asp.		3.66
		0.50	16-35	24-45	S. Con. (1, 2, 6, 9).	5	Br. (18)....	4			7.57
1074		1.09	16	24	Sub.	6	F. Con. (1, 2, 6, 9)....	6			10.24
		0.24	16	28			F. Con. (1, 2, 6, 9)....	6			2.12
		0.06	16	28	Old Mac.		Br. (18)....	4			3.53
1075	5.25		14	26	Sub.	6	Li.	3	Sc., water		43.26
1076		4.29	14	26	Sub.	5	Li.	3	Sc., water	Ca. Cl	35.38
1077	4.72		14	26	Sub.	5	Li.	3	Sc., water	Ca. Cl	34.27
*1078		4.07									
1079			14	24	Fld.	6	Li.	3	Sc., water	Ca. Cl	33.49
1080	0.94		16	26-32	Lo. St.	3	Lo. St.	3	Sc., water		8.80
1081	2.73		12	24	Qrs.	4	Qrs.	3	Sc., water	H. O. (10)	19.31
	0.61		12	24	Sub. 6, Qrs. 3.	9	Qrs.	3	Sc., water	H. O. (10)	4.56
1082	1.48		Varies.	Varies.	S. Con. (d) (10).	5	Br. (23, 26)	4			25.36
	0.23		16	26	Sub.	6	Grv.	2	Sc., water		2.15
1083	0.57		21-35	21-35	S. Con. (d) (9)	5	Br. (26)....	4			10.52
*1084											
1085	0.97		30-40	30-40	Grv. Con. (g) (14)	5	Br. (9)....	4			15.05
1086	0.60		30	30	S. Con. (d) (1)	5	Med. Blk.	6			10.91
1087	2.77		16-32	32	Grv. Con. (g) (14)	5	Br. (9)....	4			30.44
1088		0.50	16	32	S. Con. (d) (11)	6	Br. (22)....	4			4.75
		1.03	16	32	Slag.	5	Li.	3	Sc., water		9.70
1089	10.76		12-16	24-28	Sub.	6	Dol.	3	T. (17)....		17.27
1090	3.40		14	26	Sy.	3	Sy.	3	Asp. (7)....		27.16
	0.95		14	26	Sub.	6	Sy.	3	Asp. (7)....		7.16
*1091											
1092	0.51		27-38	38	S. Con. (d) (3, 5, 10)....	5	Bitu.	2			7.92
1093	0.36		36	36	Grv. Con. (d) (3)	5	Br. (32)....	4			7.65
1094	1.10		38	38	Grv. Con. (d) (13, 14)....	5	Br. (10, 21)	5			26.54
1095	1.12		28	30	Grv. Con. (d) (8, 13)....	5	Br. (10)....	4			15.38
1096	0.51		38	38	Grv. Con. (d) (6, 13)....	5	Br. (14, 22)	4			11.61
1097	0.44		16	26	Sc. Grv. Con. (d)	5	App. St.	1	Asp. (10) MM		4.30
1098		4.22	16	24	Sub.	6	Grn.	3	T. ()....		39.62
*1099											
1100		4.54	16	26	Grn.	6	Grn.	3	Sc., water	HC. T. ()	42.64
*1101											
1102	9.09		12	24	Sub.	6	Slag.	3	Sc., water		64.17
*1103											

* See list by counties.

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898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAYMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
2.16	1.861	27,120	53,096 26	23,860 75	5/ 7/15	100	8/ 7/16				Chaut.	1062
2.58	1.859	22,464	58,446 95	29,223 47	8/ 4/13	100	10/29/14				Erie	1063
2.17	1.117	15,120	55,867 38	36,313 80	11/ 4/14	100	10/ 3/16				Erie	1064
1.35	1.117	15,120										
1.67	1.884	22,699	38,340 47	21,921 30	8/ 4/13	100	3/ 3/14				Erie	1065
4.92	1.390	23,080										
1.72	2.235	30,730	173,000 00	106,795 07	11/ 4/14	90					Erie	1066
0.18	3.567	43,510										
			114,200 00	68,185 03	12/11/14	100	10/28/16				Erie	1067
2.73	0.821	14,770	43,083 93	28,004 55	1/30/14	100	6/28/15			Oiled	Onon	1068
0.32	0.875	12,720	4,069 45	2,645 14	8/12/13	100	11/26/13				Onon	1069
1.52	0.872	12,290	19,489 34	12,669 07	8/12/13	100	7/ 7/14	1916	1.26	2 1/2 Bit. Mac.	Onon	1070
1.74	0.926	13,791	25,318 71	16,457 16	8/ 4/13	100	10/15/14				Onon	1071
1.30	0.845	21,750										
0.54	0.968	22,910	74,000 00	48,100 00	6/18/15	58					Onon	1072
0.88	1.326	26,270										
0.26	2.411	29,572										
4.70	1.073	16,013										
1.46	0.923	15,700	112,200 00	66,040 00	6/18/15	71					Onon	1073
0.21	0.674	13,274										
0.38	0.475	11,403										
0.88	2.257	28,870										
1.09	1.450	21,490	56,500 00	28,860 00	6/29/15	86					Onon	1074
0.24	1.117	18,365										
0.06	1.520	22,150										
4.60	0.737	13,690	51,609 69	36,126 78	10/16/14	100	12/10/15			Oiled	Cort.	1075
3.76	0.874	12,550	49,500 00	36,630 00	8/27/15	86					Tioga	1076
			54,500 00	40,330 00	8/28/15	100	11/ 8/16				Tioga	1077
											Niagara	*1078
3.56	0.826	11,250	42,500 09	31,450 00	10/29/15	88					Tioga	1079
0.94	0.572	9,750	9,164 02	6,598 09	8/ 4/13	100	1/—/14				Wash.	1080
			37,600 00	27,072 00	5/27/15	100	11/23/16				Wash.	1081
2.70	2.144	29,388	71,786 56	26,932 18	9/19/12	100	2/23/14				Wash.	1082
0.23	0.521	14,167										
1.16	2.250	36,971	33,929 47	11,559 40	9/15/13	100	12/11/14				Wash.	1083
1.92	1.873	24,304	42,728 04	9,810 37	8/12/13	100	5/18/14				Niagara	*1084
1.16	2.741	40,566	39,376 51	9,147 79	8/12/13	100	12/ 3/14				Niagara	1085
3.24	1.848	22,281	70,556 21	28,210 13	9/19/13	100	10/15/14				Niagara	1086
0.51	2.150	26,900	29,000 00	19,720 00	7/19/15	74					Niagara	1087
1.03	0.873	14,910									Wyom.	1088
8.23	0.970	12,519	110,472 57	88,378 05	5/22/14	100	9/23/15				Frank	1089
2.89	0.899	14,068	57,846 35	46,277 08	4/ 4/14	100	12/18/14				Frank	1090
0.83	1.149	16,420										
0.86	2.320	35,040	25,097 49	11,881 02	8/22/13	100	1/22/14				Allegany	*1091
											Lewis	1092
0.84	2.035	29,312	20,107 62	4,191 41	9/15/13	100	3/ 3/14				Chem.	1093
2.83	1.900	30,441	63,507 36	11,705 35	10/ 2/13	100	1/ 4/15				Chem.	1094
1.96	1.968	31,839	48,049 18	11,602 34	9/10/12	100	11/27/14				Chem.	1095
1.24	1.915	31,230	29,900 10	5,546 12	10/ 2/13	100	1/ 4/15				Chem.	1096
0.44	1.675	20,450	8,999 65	5,849 77	8/ 1/13	100	12/—/13				Genesee	1097
4.22	0.699	13,130	54,300 00	43,360 00	6/17/15	10					Hamilt.	1098
											Hamilt.	*1099
4.54	0.756	13,050	58,600 00	46,880 00	6/17/15	46					Hamilt.	1100
											Steuben	*1101
			103,980 00	69,836 00	7/16/15	100	12, 14, 16				Steuben	1102
											Steuben	*1103

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Surfacing	
					Kind	Thickness	Kind	Thickness		
1104	{ 3.52 0.57		10-22 20-44	24-28 26-53	Grv. Sc. Grv. Con. (d) (5)	5	Grv. Br. (22)	3 4	Li. Sc., water	24.700
1105	0.75		54	57	S Con. (8, 9)	5	Bitu.	2		8.477
1106	5.09		16	26	Sst.	6	Sst.	3	Asp. (10)	23.760
1107	0.22		16	32	Li.	3	Li.	3	Asp. (3)	48.060
1108	2.19		16-60	32-60	Sst. & Grn.	3	Sst & Grn.	3	Asp. (7)	2.165
1109	{ 1.86 0.20 3.05		19 14 14	24 24 26	Qrs. Sub. 6, Qrs. 4 Dol.	4 10 6	Qrs. Qrs. Dol.	3 3 3	Sc., water Sc., water Sc., water	26.533
1110			14	26	Dol.	6	Dol.	3	T. (—)	15.260
1111	0.84		16-36	26-36	Sc. Grv. Con. (d) (10)	5	Bitu.	2		1.673
1112	{ 0.30 1.55		14 14	26 26	Lo. St. Sub. 6", Lo. St. 2"	5 8	Qrs. Qrs.	3 3	Sc., water Sc., water	24.060
1113	{ 2.92 2.87		14 14	24 24	Sst. Sub. 6", Li. 2"	5 8	Sst. Li.	3 3	Sc., water	2.460
1114	3.01		16	30	Sub.	6	Qrs.	3	Asp. (1)	12.696
1115	2.57		14	26	App. St.	3	App. St.	3	Sc., water	23.626
§1115A	1.91		14	26	Grv., Tr.	10	Tr., Li.	3	Sc., water	23.900
§1116A										26.290
1116	3.74		14-40	23-40	App. St.	4	App. St.	3	Sc., water	20.120
1117	{ 3.05 3.05		16 12	28 26	App. St. Sub. 6, App. St. 3	4½ 9	App. St. App. St.	2½ 2½	T. T.	HO. (7)
1118	5.84		14	26	App. St.	4	App. St.	3	T. (17)	Tr. HO. (10)
1119	0.90		22, 24½	36, 38½	Sc. Grv. Con. (d) (3)	6	Grn. Blk.	4½	Cem. Grout.	28.944
1119A	0.30		30	30	Sc. Grv. Con. (d) (3)	6	Br. (23)	4	Cem. Grout.	22.527
1120	{ 0.51 0.34		†18-25 18-30	25-28 22-30	Tr. Sc. Grv. Con. (d) (8)	3 5	Tr. Br. (32)	3 4	Asp. (2)	45.520
1121	{ 0.21 1.44		32 16-32	32 26-32	Sc. Grv. Con. (d) (10) Sc. Grv. Con. (d) (10)	5 5	Grn. Blk.	4½		11.862
1122	2.70		14	24-26	Sub.	6	Sst.	3	HO. (10)	5.060
1123	0.51		16	26	App. St.	3	App. St.	3	Ber. (1)	4.350
1124	0.76		16	32	Grv. Con(h) (16)	5	Br. (4) (32)	4		16.902
1125	1.24		16	32	Sub.	6	App. St.	3	Asp. (3)	22.142
1126	{ 7.21 0.39 0.28 0.21 1.19 0.33		12 12 12 39 16 16	26 26 26 30 26 26	Sub. Sub. 6, Grn. 3 Gn. S Con. (d) (16) App. St. Sub.	6 9 3 5 3 6	Gn. Gn. Gn. Br. (17) App. St. App. St.	3 3 3 4 3 3	Sc., water Sc., water Sc., water Asp. (10) Asp. (10)	7.140
1127	{ 1.04 2.45		14 14	24 28	App. St. Sub.	6 6	Li. Li.	3 3	Asp. (7) Asp. (7)	11.021
1128	0.37		12-16	23, 28	Sub.	6	Grn.	3	Asp. (3)	50.910
1129	2.45		12-14	24	Li.	3	Li.	3	Asp. (11)	2.760
1130	0.37		12	26	Fld.	6	Li.	3	Asp. (10)	1.953
1131	2.29		14	28	Sub.	6	Gn.	3	Asp. (10)	3.667
1132	4.72		16, 30	26, 30	S Con. (d) (5)	5	Br. (18)	4		11.203
1133	1.00		16	32	Li.	3	App. St.	3	Asp. (7)	3.150
1134	{ 0.79 0.60		16 16	32 32	Sub. 6", Li. 3	9	App. St.	3	Asp. (7)	9.517
1135	0.90		16	30	Li.	4	Li.	3	Asp. (10)	20.100
1136	{ 0.08 0.36		31, 34 14	45 28	S Con. (d) (13) Fld., Li.	5 4	Br. (1) Sst.	4 3	Asp. (7, 10)	3.420
1137	{ 0.99 0.65		14 19	28 30	Fld., Li. Grv. Con. (g) (5, 10)	6 5	Sst. Br. (17)	3 4	Asp. (7, 10)	18.697
1138	1.38		16	32	Grv.	6	Li.	3	Asp. (10)	16.147
1139	1.87		30-44½	30-44½	S Con. (d) (8)	5	Br. (4, 14, 34)	4		38.822
1140	3.38		16	26-28	Sub.	6	Li.	3	Asp. (7)	15.295
1141	0.73		16	32			Grv. Con. (d) (6)	6		32.795
1142	1.30		16-27	24-32			F Con. (10)	6		6.822
1143										14.335

* See list by counties.

† Changed from original plans.

§ Items combined and let in one contract.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PAVEMENT PAYMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
2.63 0.90	0.887 1.990	12,033 24,254	54,241 30	31,751 99	7/ 7/14	100	12/ 8/15				Steuben	1104
2.63 5.09 0.22 2.84 1.63 0.17 2.57	2.700 0.908 0.950 0.961 0.630 0.863 0.816	39,585 12,320 15,030 11,300 10,810 13,000 12,000	45,944 58 62,707 08 3,806 38 31,323 65 20,800 00 34,600 00	9,107 53 40,750 80 2,149 13 17,425 35 14,978 00 24,220 00	9/17/12 9/17/12 7/28/13 7/31/13 9/ 1/15 11/ 1/15	100 100 100 100 28 60	10/17/13 4/ 3/14 12/17/13 9/ 2/14 . .			Oiled	Albany Oneida St. Law Wash	1105 1106 1107 1108 1109
1.52 0.27 1.35 2.52 2.55 3.01 2.14 1.91	2.236 0.630 0.768 0.684 0.684 0.943 0.850 1.207	37,540 12,944 14,243 10,870 10,870 13,030 24,170 17,450	46,144 39 24,329 31 57,980 55 37,693 40 46,276 21 41,609 19 30,575 18	10,280 56 15,814 05 37,693 40 30,079 54 24,690 28 19,873 57	2/27/14 3/ 8/14 3/11/14 8/ 1/14 8/30/13 6/30/14	100 . . 100 100 100	1/ 8/15 1/13/15 11/30/14 1/13/15 1/27/15 6/28/15				Madison Oneida Colum Colum Dutchess Renss Renss	1110 1111 1112 1113 1114 1115 1116A 1116A
3.97 3.03 2.40 5.17	0.829 0.943 1.164 0.937	20,875 14,830 16,910 15,576	88,997 49 93,000 00 84,520 53	42,014 82 32,550 00 67,616 50	9/ 2/13 7/11/18 5/15/14	8 . 100	2/20/15 . 1/10/16				Renss Saratoga Warren	1116 1117 1118
1.26 0.61 0.71	3.009 2.403 1.196	30,796 34,108 22,778	3,507 72	1,148 87		100	6/26/14				Renss	1119 1119A
0.54 0.46 1.81	2.047 2.691 2.094	17,029 36 35,052 29,443	63,647 96	21,265 63							Renss	1120
2.37 0.51 0.76 1.24 5.42 0.29 0.21 0.39 1.19 0.33 0.91 2.14 0.36 2.12 1.72 4.14 1.63 0.79 0.60 0.90 0.05 0.31 0.88	0.595 0.935 1.747 0.702 0.620 0.911 0.612 2.991 1.057 1.009 1.033 1.044 1.003 0.888 1.058 0.799 2.461 0.715 0.899 1.092 2.194 0.977 1.193	11,411 13,132 24,192 12,763 10,660 13,393 10,585 34,108 16,030 15,450 14,451 14,705 13,980 11,970 13,630 11,980 35,755 9,560 11,290 14,650 25,090 13,660 15,690	28,764 18 6,698 73 18,746 82 16,225 18 74,048 97 53,316 26 36,535 05 14,735 91 13,633 13 33,496 23 5,121 85 25,505 59 25,552 09 53,031 19 51,716 21 14,999 87 13,307 80 20,324 07	18,690 22 4,098 04 12,185 43 11,682 13 53,316 26 . . . . . . . . . . . . . . . . . . . . .	.. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .	.. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .	.. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .	.. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .	.. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .	.. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .
0.65 1.37	2.007 0.803	27,835 10,284	18,290 97 16,995 40	12,437 86 11,047 01		100 100	12/12/14 12/15/15				Oswego Ontario	1139 1139
3.76 2.38 0.73	2.083 0.907 0.840	36,000 12,930 15,246	104,573 91 46,220 09 11,206 88	21,678 40 36,043 08 7,385 77		100 100 100	10/20/14 12/28/14 11/17/14				Mont Oneida Wayne	1140 1141 1142
1.53	1.027	14,440	21,196 09	12,290 00		100	8/25/14				Saratoga	1143

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
1144	3.60		16	26	Sub.	6	Li. Grn.	3	Asp. (17)		22,480
1145	0.18		16	26	Sub.	12	Grn. Li.	3	Asp. (17)		11,362
	0.58		16	30	Li.	4	Li.	3	Asp. (7)		1,676
1146	0.18		16	30	S Con. (d) (12)	5	St. Blk.	4			5,567
1147	0.20		37	37	S Con. (10)	5	Br. (32)	4			3,798
1148	4.93		14-16	26-32	App. St.	4.5	App. St.	3	Sc., water		1,858
1149	4.98		14	28-32	Li.	3	Li.	3	Sc., water		34,160
	1.70		12-16	26	Sub.	6	Li.	3	Sc., water		40,930
1150	0.19		12	26	Fld.	6	Li.	3	Asp. (11)		13,788
1151	0.92		12-16	26	Fld.	6	Li.	3	Asp. (11)		1,335
	0.22		16	28	Li.	3	Li.	3	Asp. (11)		7,895
1152	2.43		12-16	24-26	S Con. (6, 16)	5	Br. (14)	4			2,129
	5.59		12-16	24	Lo. St.	3	Grn. & Sst.	3	Asp. (7)		19,675
1153	0.93		12	24-22	Sub.	6	Grn. & Sst.	3	Asp. (7)		41,820
	0.25		12	22-24	Sub. 5, Dol. 2	7	Dol.	3	Sc., water		6,540
1154	0.30		19-47	19-47	Dol.	5	Dol.	3	Sc., water		1,783
	0.97		30-70	30-70	S Con. (d) (1, 2, 9)	5	St. Blk.	2			6,155
1155	0.88		14	26	S Con. (d) (1, 2, 9)	5	Asp. Blk.	2			21,091
	2.18		16	28	Sst.	4	Sst.	3	Asp. (10)		7,307
1156	0.61		28-75	28-75	Grv.	5	App. St.	3	Asp. (7)		20,451
		0.82	16-34	25-37	Sc. Grv. Con. (d) (1, 5)	5	Br. (14)	4			12,715
1157		13.73	16	28	Lo. St.	43	Li.	3	Asp.		8,910
1158	6.65		16	28	Sst.	6	Sst. Li.	3	Sc., water		128,883
1159		7.76	16	28	Sub.	6	Lo. St.	3	Sc., water	T. (17)	62,686
1160	4.96		12-16	26	Sub.	6	Sst. Li.	3	Sc., water		72,812
1161	0.38		40	40	Sst.	6	Sst.	3	Sc., water		26,625
1162		0.61	14	26	Grv. Con. (d) (3)	6-4	Br. (17)	4			9,735
		4.55	14	26	Sub. 8", Ap. St. 2"	10	App. St.	3	Sc., water		5,040
1163		6.18	14	26	App. St.	5	App. St.	3	Sc., water		37,403
	5.03		14-16	23-32	App. St.	10	App. St.	3	Sc., water	T ()	50,811
1164	0.14		16	23	Sub.	6	Li.	3	Sc., water		41,573
	0.22		14-16	26-32	(Old Mac.)		Li.	3	Sc., water		1,283
1165	3.17		14-16	26-32	Sub. 6", Li. 3"	9	Li.	3	Sc., water		2,032
	0.54		14	26	Li.	3	Li.	3	Sc., water		27,728
1166	0.08		16	30	Li.	5	Li.	3	Sc., water		4,395
	0.59		14	28	S Con. (5, 16)	6	Br. (18)	4			765
1167	0.49		14	26	Grn. 6-9, Sy. 3	9-12	Sy.	3	Asp. (19)		4,855
	2.37		14, 16	26, 30	Grn.	6-8	Grn.	3	Asp. (10)		4,045
1168	0.30		16	28	Grn.	3	Grn.	3	Asp. (10)		20,765
	1.28		16	28	Sub.	6	App. St.	3	Asp. (10)		2,851
1169	6.01		12-16	26-32	S Con. (d) (10)	5	Asp. Blk.	2			12,040
1170	0.44		16	32	Gn. or Gr.	6	Gn. or Gr.	3	Sc., water		43,797
	0.61		16	32	Gn. or Gr.	6	Gn. or Gr.	3	Asp. (7)		4,124
1171	0.44		16	32	S Con. (d) (1, 16)	6	Br. (15)	4			5,757
1172							F Con. (5)	6			4,139
1173	0.44		18-30	28-30							
	1.71		14-17	24-27	S Con. (d) (2, 8)	6	App. St.	2	Asp. (15) MM. 2		5,567
1174	5.59		14	26	F Con.	6					13,377
	4.03		14	30	App. St.	5	App. St.	2			45,910
1175	5.41		14-40	26-40	Sub. 6, App. St. 3	9	App. St.	2			33,133
	0.10		12	28	Grv. 5; Grv. 4	9	Li.	3	Sc., water	Glu.	45,025
1176			4		S Con. (d) (11, 16)	5	St. Blk.	5			709
	1.82		14-16	26-40	Grv.	4	App. St.	3	Sc., water	Glu.	233
1177	4.67		14-16	24	Sub. 6", Li. 3"	9	Li.	2	Asp. (10)		15,162
1178	5.34		14	24	App. St.	4	App. St.	3	Asp. (11)		39,426
1179	3.83		14	24	Gab.	4	Gab.	3	Asp. (10)		43,616
1180	3.49		14	26	Gab.	3	Gn.	3	Asp. (10, 11)		31,500
1181	4.09		12	24-26	Fld.	6	Grn.	3	Asp. (7)		28,522
1182	0.48		12	28	Fld.	6	Grn.	3	Asp. (10)		24,535
	4.98		14, 16	26, 32	App. St.	3	App. St.	3	Asp. (10)		3,364
1183	2.54		14	26	Li.	3	Li.	3	Sc., water		41,903
	0.20		16-40	32-40	Sub.	6	Li.	3	Sc., water		20,875
	0.64		16	32	S Con. (16)	6	Br. (17)	4			2,915
							F Con. (16)	6			6,052

* See list by counties.

† Changed from original plans.

‡ See Highway No. 1166.

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Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
2.39	0.848	13,230	50,926 58	33,102 28	2/20/14	100	11/17/14				Oneida...	1144
1.21	1.131	15,890										
0.18	1.181	19,150	28,614 38	14,307 19	12/14/14	100	12/28/15				Onondaga...	1145
0.58	3.381	39,800										
0.40	2.819	32,063	14,620 38	2,875 08	4/10/14	100	11/18/14				Albany...	1146
0.20	0.996	15,900	3,167 42	2,407 24	1/30/14	100	7/20/14			Oiled	Otsego...	1147
3.64	0.603	8,590	72,518 29	47,136 89	4/ 3/14	100	12/ 8/15			Oiled	Jefferson...	1148
4.36	0.624	8,790										
1.47	1.026	13,520	33,210 00	21,586 50	5/13/14	100	12/26/14				Jefferson...	1149
0.14	1.026	13,520	33,210 00	21,586 50	5/13/14	100	12/26/14				Jefferson...	1150
0.84	0.859	11,950										
0.22	2.911	30,890										
2.09	0.876	11,790	93,275 17	60,628 86	5/15/14	100	12/28/14				Jefferson...	1151
4.46	0.972	12,690										
0.70	0.612	14,375	14,758 34	9,592 92	12/14/14	100	2/16/16				Columbia...	1152
0.19	0.632	14,560										
0.66	2.903	34,220	70,651 42	15,177 04	9/ 2/15	100	11/ 8/16				Niagara...	1153
2.25	2.053	26,240										
0.78	0.826	12,295	10,030 83	6,520 04	6/18/15	100	2/ 8/16				Rensselaire...	1154
2.18	0.952	13,444										
			60,701 46	28,570 38	3/ 6/14	100	12/21/14				Wyoming...	1155
1.29	1.984	23,127										
0.95	0.961	18,500	18,300 00	7,050 00	7/20/16	40					Chenango...	1156
13.73	0.787	12,350	174,950 00	97,565 00	10/16/14	97					Oneida...	1157
6.68	0.504	8,070	54,584 78	35,480 11	4/16/15	100	11/14/16				Oneida...	1158
7.76	0.950	14,250	104,100 00	65,390 00	6/12/15	82					Oneida...	1159
3.90	0.729	11,290	48,778 65	34,145 06	6/29/14	100	1/ 4/16				Madison...	1160
			31,400 00	6,955 00	10/19/14	100	6/16/16				Broome...	1161
0.53	1.016	16,110	71,100 00	43,940 00	9/ 1/15	31					Dutchess...	1162
3.99	0.868	14,720										
5.43	0.818	18,680	106,950 00	66,105 00	9/ 2/15	13					Dutchess...	1163
4.43	0.590	8,260										
0.14	0.318	5,705										
0.23	0.844	10,640	69,994 97	45,496 73	5/14/14	100	9/11/15				Jefferson...	1164
2.95	0.552	7,900										
0.47	0.715	9,430										
0.08	2.600	30,743										
0.52	1.070	15,791										
0.43	1.090	15,884	47,508 83	30,880 74	8/19/14	100	3/ 8/16					

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
1183	1.16		14	24-26	Lo. St.	4	Imp. St.	3	Asp. (10)		9.57
1184	1.77		16	24	App. St.	4	Li.	3	Sc., water		16.57
1185	4.17		14-42	26-50	Sub.	9	App. St.	3	Asp. (10)		37.17
1186	0.92		16	28	Sub. 8", App. St.						
					2"	10	Sst.	3	Asp. (10)		
	0.21		16	28	App. St.	5	Sst.	3	Asp. (10)		
1187	2.88		10-16	26	Grv.	6	Grv.	3	Sc., water	T (17), Sn.	17.17
			6		(Shoulders)		Grv.	3	Sc., water	T (17), Sn.	9.17
	0.97		10	26	Grv.	6	App. St.	3	Sc., water	T (17), Sn.	5.17
1188			6		(Shoulders)		App. St.	3	Sc., water	T (17), Sn.	3.17
	0.39		16-50	16-50	Grv. Con. (d) (15)	5	Br. (2)	4			11.17
	2.38		14	24	Sub.	6	Li.	3	Sc., water	Asp. (17)	19.17
1189		4.98	12	22	Fld.	4	Fld.	3	Sc., water	Li.	35.17
1190		1.36	12	22	Sub. 6, Li. 4	10	Li.	3	Sc., water	Li.	6.17
	1.11		12	24	Sub.	6	Li.	3	Sc., water		7.17
	0.04		12	24			Li.	2	Sc., water		1.17
1191	6.38		12	26	Sub.	0	Sy. & Gn.	3	Asp. (10)		44.17
1192	5.68		12½	26			F. Con. (a),				
							(1) (10)	6			42.36
	0.05		12	26	S Con. (10)	5	Br. (17)	4			44.17
1193	2.18		12	26			F Con. (10)	6½	P		15.61
	0.31		16	26			F Con. (10)	6½	P		2.91
	0.17		12	26	S Con.	Av. 6	Br. (17)	4			1.14
1194	6.56		12-16	26	Sub.	6	App. St.	3	Asp. (10)		46.51
	0.39		16	26	App. St.	4	App. St.	3	HO (10)		3.56
	1.14		16-30	26-30	Grv. Con. (d)	5	Br. (14, 22)	4			12.17
1195	1.89		14	28	Sub. 6, Grv. 6	12	Imp. Li.	3	Sc., water	HC. T (17)	15.44
1197	1.09		16	32	Grn.	3	Grn.	3	Asp. (10)		9.22
	0.72		12, 16	26, 32	Sub.	6	Grn.	3	Asp. (10)		5.22
	0.49		16	26	Tr.	4	Tr.	3	Asp. (10)		4.22
1198	0.62		16½	26			F Con. (9)				
							(10)	6			6.22
	0.15		14	22	Tr.	3	Tr.	3	Li. Sc., HO (11)		1.22
1199	1.03		16	32	S Con. (8)	6	Br. (23)	4			9.22
1200	3.38		10-14	24	Sub.	8	Li.	3	Sc., water		25.17
1201	0.45		16	30			F Con. (14)	6			4.45
	0.18		16	30	Grv.	6	F Con. (14)	6			1.45
	4.39		16½	30			F Con. (13, 14)	6-P			41.45
1203	1.56		16	28			F Con. (2, 10, 14)	6-P			15.45
1204	0.80		16½	32	Lo.	4	Lo.	3	Asp. (7)		5.45
1205	5.18		12-16	26-30	Sub.	6	Li.	3	Sc., water		51.45
1206	1.56		16	32			F Con. (7)	6			14.45
1207	1.28		16-25	23-37	S Con. (d) (3, 6)	5	Br. (31)	4			12.45
			6		(On shoulders)		Li.	4	Sc., water	CO. (2)	4.45
			16	32			F Con. (17)	6			23.45
1208		9.57	16	32			F Con. (17)	6			23.45
1209	0.27		16	35	S Con. (d) (2, 12)	5	Br. (18)	4			2.45
			17				Br. (18)	4			2.45
	0.47		27, 36	27, 36	Grv. Con. (d) (11)	5	Br. (22)	4			46.45
1210	5.53		12, 14	26	Sub.	6	Li.	3	Sc., water		56.45
	1.16		16-50	26-50	S Con. (d) (3)	5	Br. (22)	4			26.45
	0.27		16	32	Fld. 6, Li. 5	11	Li.	3	Asp. (11)		5.45
1212	5.38		16	32-50	S Con. (i) (15)	6	Br. (9, 32)	4			51.45
1213	6.22		16	32			F Con. (18)	8-10			54.45
1214		5.90	16	32			F Con. (1, 2, 5, 15)	7			55.45
											55.45
	4.16		12-16	24-26	Sub.	6	Lo. St.	3	Sc., water		31.45
1216	1.87		16	28	Sub.	6	Li.	3	Sc., water		17.45
1217	3.19		12	16-26	Sub.	6	App. St.	3	Sc., water		23.45
1218	1.27		16	30			F Con. (5)	6			13.45
1219	4.69		16	21-32			F Con. (5)	6			44.45
1220	6.70		16	26	Lo. St.	4	Lo. St.	3	Sc., water		23.45
			14	28	Sub. 6", Gn. 2"	8	Gn.	3	Asp. (2)		13.45
			14	28	Sub. 8", Gn. 2"	10	Gn.	3	Asp. (2)		13.45
1221		0.32	14	28	Gn.	5	Gn.	3	Asp. (2)		13.45
		0.28	14	28	Gn.	5	Gn.	3	Asp. (2)		13.45
		1.95	14	28	Gn.	5	Gn.	3	Asp. (2)		13.45

* See list by counties.

† Changed from original plans.

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1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 10' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-28' highway	Total	State's share				Year resurfaced	Miles	Type		
1.02	0.900	12,148	12,823 06	8,334 99	6/10/14	100	12/29/14				Saratoga	1183
1.77	0.731	10,555	18,489 30	12,018 04	5/11/14	100	10/27/14			Oiled	Albany..	1184
3.94	0.903	12,075	48,683 26	30,303 12	5/28/14	100	1/ 4/15				Wayne..	1185
0.94	1.080	16,401	18,829 09	12,238 91	5/15/14	100	12/15/15				Ulster...	1186
0.21	1.020	15,838										
1.84	0.324	6,260										
1.04	0.158	4,695										
0.61	0.465	7,584	23,181 90	15,068 24	6/17/14	100	9/15/15			Oiled	Monroe.	1187
0.36	0.299	6,019	51,193 08	29,089 40	6/10/14	100	1/ 4/15					
1.18	1.905	23,830										
2.07	0.676	12,290										
3.74	0.850	20,745										
1.02	1.258	24,575	70,800 00	52,068 00	10/19/14	78					Tomp...	1189
0.84	0.673	12,127	11,770 89	9,416 71	6/10/14	100	2/15/15			Oiled	Schuyler	1190
0.03	0.233	7,997	68,909 36	57,883 86	6/25/14	100	11/20/15					
4.77	0.866	12,860										
4.38	1.020	13,049										
0.05	2.860	30,321										
1.67	1.108	14,705	104,915 20	88,126 88	6/29/14	100	12/26/16					
0.31	1.108	14,705										
0.12	2.672	29,385										
4.96	0.864	12,415										
0.39	0.930	15,180	5,953 71	2,976 85	6/27/14	100	11/ 8/14				Reuss...	1194
1.28	1.957	29,305	36,468 56	15,726 04	6/27/14	100	8/17/15				Chem...	1195
1.65	0.570	9,670	16,833 66	10,941 88	6/30/14	100	8/24/15			Oiled	Ontario.	1196
1.06	0.796	11,025	19,303 09	12,547 01	7/23/14	100	12/14/14				Jeffers...	1197
0.56	0.874	11,756	28,065 10	18,242 31	7/ 9/14	100	1/ 7/16					
0.53	0.870	22,768										
0.63	1.090	24,832										
0.11	0.583	20,074										
1.03	2.490	29,244	30,228 51	15,114 25	7/10/14	100	4/ 5/15				Albany..	1199
2.74	0.939	15,585	45,916 30	31,223 08	10/21/14	100	11/13/15			Oiled	Steuben.	1200
0.47	0.872	12,400	8,225 56	5,346 61	10/16/14	100	12/ 3/15				Nassau..	1201
0.18	1.050	14,071	49,330 59	32,064 88	7/ 9/14	100	5/ 5/16					
4.46	0.911	10,890										
1.62	1.030	13,333										
0.80	0.902	12,000										
4.01	0.812	12,819	57,778 32	39,289 26	7/29/14	100	11/13/15			Oiled	Clinton..	1204
1.50	1.125	14,290	24,744 20	16,083 73	7/31/14	100	4/12/15				Yates...	1205
1.30	2.060	32,700	35,434 50	22,564 76	7/29/14	100	9/30/15				Suffolk..	1206
0.46	0.377		139,100 00	88,140 00	7/29/14	1						
9.57	1.458	17,710										
0.30	2.024	22,425										
0.28	1.648											
0.94	2.090	24,692	78,653 90	39,819 96	10/19/14	100	1/10/16			Oiled	Yates...	1210
4.99	0.678	11,437	76,617 58	22,669 59	10/19/14	100	1/10/16					
2.83	1.842	26,545										
0.27	1.456	22,925										
5.42	2.172	23,770										
6.23	0.992	12,230	137,366 93	89,288 50	11/ 2/12	100	1/25/16				Erie....	1212
			91,434 26	59,432 27	11/ 5/14	100	7/20/16					
5.00	1.435	17,780	107,100 00	69,615 00	11/ 2/14	92					Erie....	1214
3.35	0.508	9,910	36,810 34	29,448 27	11/ 4/14	100	10/19/16				Scho....	1215
1.87	0.578	7,690	14,618 98	10,233 28	11/ 4/14	100	12/30/15			Oiled	Madison	1216
2.38	0.567	9,340	27,109 32	18,976 52	11/ 4/14	100	8/17/16			Oiled	Madison	1217
1.11	0.890	10,590	13,785 15	8,960 35	12/14/14	100	1/25/16				Suffolk..	1218
4.70	0.883	9,333	44,676 32	29,039 61	12/14/14	100	1/25/16				Suffolk..	1219
6.70	0.542	10,452	70,417 84	45,771 60	12/14/14	100	12/18/16			Oiled	Albany..	1220
0.29	1.072	21,560	53,900 00	35,035 00	1/ 8/15	84						
0.25	1.141	22,210										
1.71	1.072	21,560										

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
1222	0.08		16	32	Sub. 6", St. 2"	8	App. St.	3	Asp. (7)		1.22
	0.14		14-16	26-32	App. St.	3	App. St.	3	Asp. (7)		1.22
1223	0.33		6		(On shoulders)		App. St.	3			1.22
	5.63		14	24	Sub. 6, App. St. 4	10	App. St.	3	Sc., water	HO	46.25
1224	0.22		14	23, 24	App. St.	4	App. St.	3	Sc., water	HO	1.78
	5.32		14	26	Dol.		Dol.	3	Sc., water		44.31
1225	2.86		14-16	26	Dol.	4	Dol.	3	Sc., water		15.11
1226	2.40		9	21	Sub.	6	Sst.	3	Sc., water	T. (17)	12.99
1227		4.60	9	21	Sub.	6	Grn. Qrs Gn	3	Sc., water	T. (17)	37.25
1228		5.13	14	32	F Con (2, 10)	6-P					40.34
1229		2.80	14	22-24	Lo. St.	4	Lo. St.	3	Sc., water		23.56
			14	26	Sub.	6	Li.	3	Sc., water		2.45
1230	0.30		14	26	Qrs.	3 1/2	Qrs.	3	Sc., water		25.86
	3.11		14	26	Sub.	6	Qrs.	3	Sc., water		10.52
*1231	1.16		16	28	F Con. (10)	6 1/2-P					3.51
	0.38		16, 15	28	S Con.	5	Grn. Blk.	5			
1232	0.63		16-47	16-47	Grv. Con. (d)	5	Br. (18)	4			6.51
	0.48		8 1/2	32	(11)						
1233		0.99	7	32	Grv. Con. (d)	5	Br. (18)	4			1.52
			14	26	(11)	6	App. St.	3	Sc., water		8.82
1234	4.98		12, 20	23, 26	Grv.	8	Li.	3	Sc., water	CaCl.	36.18
	1.77		14	28	Lo. St.	4	Lo. Li.	3	Sc., water		14.52
1235	1.67		14	26-28	Sub.	6	Sst., Dol.	3	Sc., water	T. (17)	13.42
	2.00		14	26-28	Sub. 6, St. 2	8	Sst., Dol.	3	Sc., water	T. (17)	16.47
1236	1.82		16	26-40	App. St.	5	Sst., Dol.	3	Sc., water	T. (17)	17.11
	0.05		16	32-38	Li.	5	Li.	3	Sc., water	Ca. Cl	44
1237	0.59		20	32-40	Li.	8 1/2	Li.	3	Sc., water	Ca. Cl	
					Sc. Grv. Con.						
1238	0.07		20-40	32-40	(d) (10)	5	Br. (22)	4			7.42
					Sc. Grv. Con.						
1239	1.03		16-35	28-38 1/2	(d) (10)	5	St. Blk.	6			12.32
	0.67		16-48	26-60	Grv. Con. (d) (8)	5	Br. (3)	4			2.74
1240	0.01		16-42	26-36	Grv.	6	F Con. (a)	6-P			7.42
					(8)		(8)				
1241	0.87		30	30	F Con. (a)	6	F Con. (a)	7			15.13
	0.04		16	28	(8)						
1242		3.88	14-16	26-30	Grv. Con. (d)	5	Br. (22)	4			23.25
		0.04	16	30	(1, 3, 8, 12)	5 1/2	Br. (22)	4			23.25
1243		0.52	10	26	Grv. Con. (d)	5 1/2	Br. (22)	4			23.25
			10	28	(1, 3, 8, 12)						
1244	5.35		16	26	Sub.	6	Li.	3	Sc., water		41.11
	0.06		14	26	Lo. St.	4	Lo. St.	3	Asp. (11)		41.11
1245	5.21		14	26	Sub. 6, Lo. St. 2	8	Lo. St.	3	Asp. (11)		41.11
	3.66		14	26	Lo. St.	3	Lo. St.	3	Asp. (11)		41.11
1246	4.45		12, 15	24, 26	(Shoulders)		Lo. St.	3	Sc., water		11.11
	2.26		14-33	24-33	Li.	5	Li.	3	Sc., water		11.11
1247	3.51		16	24-32	Li.	7	Li.	3	Sc., water		11.11
	3.96		16	26-32	Sub.	9	Li.	3	Sc., water	Ca. Cl	11.11
1248	2.18		16-17	28	Grv. 6, Grv. 3	7	App. St.	3	Asp. (7)		11.11
		5.50	12	24	Sub.	6	Sl.	3	Asp. (11)		11.11
1249			12	24	S Con. (d) (5)	5	Br. (22)	4			11.11
			12	24	Grv.	5	Li.	3	Sc., water	Ca. Cl	11.11
1250			12	24	Grv.	5	Li.	3	Sc., water	Ca. Cl	11.11
			12	24	Lo. St.	5	Li.	3	Sc., water	Ca. Cl	11.11
1251	1.72		12	24	Sub.	6	App. St.	3	Asp. (11)		11.11
	0.07		12	24	Gn.	3	Gn.	3	Asp. (7)		11.11
1252	1.74		12, 13	24	Old Mac., Gn. 1	1	Gn.	3	Asp. (7)		11.11
	1.37		12	24	Sub.	6	Gn.	3	Asp. (7)		11.11
1253		8.94	10	24-30	Sub. 6, Gn. 2	8	Gn.	3	Asp. (7)		11.11
		2.47	10	24	Sy.	4	Gn.	2	Asp. ()		11.11
1254			9-12	24-28	Sub. 12, Sy. 4	16	Gn.	2	Asp. ()		11.11
			14-16	24-32	Sub.	6	Lo. St.	3	Asp. (11)		11.11
1255		4.43	14	30	F Con. (16)	6					11.11
1256		14.05	14	28	Sub. 6, St. 2	8	App. St.	3	Asp.		11.11
		7.44	14	28	Sub.	6	Li.	3	Asp.		11.11
		0.32	14	28	Sub.	9	Li.	3	Asp.		11.11

* See list by counties.

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Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
0.08	1.229	19,080	4,292 97	3,426 37	3/29/15	100	7/24/15				Frank...	1222
0.13	0.805	15,100										
0.29	1.139	19,940	83,100 00	59,832 00	5/24/15	63					Wash...	1223
4.93	0.848	17,210	43,778 92	31,520 82	1/ 8/15	100	1/10/16			Oiled.....	Wash...	1224
0.19	0.339	5,595										
4.72	0.672	8,722	21,097 18	13,713 17	7/16/15	100	10/19/16				Jeffers...	1225
1.61	0.661	10,425	17,367 85	11,288 45	7/16/15	100	10/19/16				Jeffers...	1226
1.35	0.662	10,270	78,900 00	51,285 00	6/16/15	20					Jeffers...	1227
4.03	1.094	14,980	84,900 00	67,920 00	7/20/15	61					Warren..	1228
4.48	0.604	17,980	34,600 00	22,490 00	4/16/15	83					Albany..	1229
2.80	0.675	13,060	64,066 52	41,623 24	3/29/15	100	1/10/16			Oiled.....	Colum...	1230
0.26	0.555	10,415										
2.73	0.547	10,240									Schuyler	*1231
1.16	1.000	14,595										
0.37	3.149	34,765										
0.73	1.855	24,215	28,055 19	20,342 05	7/17/15	100	2/ 8/16			Oiled.....	Schuyler.	1232
0.25	1.855	24,215										
0.21	0.617	12,595	11,600 00	9,280 00	6/10/16						Schuyler.	1233
0.86	0.704	12,573	48,896 62	38,269 73	5/ 7/15	100	12/12/16				Scho....	1234
3.86	0.605	11,270	70,300 00	45,695 00	8/25/15	100	1/ 3/17				Dutchess	1235
1.55	0.603	13,270	20,624 34	13,405 82	4/20/15	100	11/ 4/15				Monroe.	1236
1.44	0.753	14,680										
1.64	0.686	14,050										
1.84	0.714	10,540										
0.04	0.971	12,950	21,508 84	10,734 76	3/29/15	100	9/ 1/15				Monroe.	1237
0.79	1.936	23,790										
0.08	2.756	31,720	48,023 10	15,823 51	5/26/15	100	12/15/15				Broome.	1238
1.87	1.990	30,547	13,366 68	8,662 34	6/18/15	100	12/28/15				Broome.	1239
0.68	1.120	18,711										
0.01	1.340	20,777	52,200 00	12,664 84	7/19/15	100	2/ 6/17				Broome.	1240
1.63	2.025	35,430										
0.04	2.119	36,310	23,269 72	15,125 32	6/18/15	100	8/24/16				Broome.	1241
2.01	0.550	10,855	69,000 00	51,060 00	5/25/15	45					Greene..	1242
3.62	0.907	16,690										
0.04	0.832	15,990	61,000 00	41,480 00	4/15/15	100	1/18/17				Oswego..	1243
0.33	0.732	15,050										
0.33	0.492	12,800	53,678 00	36,501 04	4/16/15	100	9/13/16				Oswego..	1244
			23,122 88	22,523 56	4/15/15	100	11/24/15				Oswego..	1245

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 538 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
1257		1.32	12	28	Li.	3	Li.	3	Sc., water		12,44
		0.17	16	26-32	8 Con. (9)	5	St. Blk.	5			1,600
		0.32	16	28-32	8 Con. (9)	5					3,044
1258		5.01	14	24	Sub.	9	App. St.	3	Sc., water	T. ()	41,17
1259		4.00	12	20	Sub.	5	App. St.	2	Asp. (11)		28,14
1260		7.67	12	24	Sub.	5	App. St.	2	Asp. (7)		54,12
		0.97	16-40	28-54	8 Con. (d) (5)	5	Br. (22)	4			14,00
1261		0.52	24	24	8 Con. (d) (9)	6	Br. (23)	4			7,54
		5.14	14	26	Sub.	6	App. St.	3	Asp. (7)		42,14
1262	4.58		14-16	26-30	Li.	3	Li.	3	Asp. (10)		39,51
	0.49		14	26	Sub. 6, Li. 3	9	Li.	3	Asp. (10)		4,04
1263	1.38		16	32			FCon(a) (9)	6-1-P			13,17
	9.47		12	24	Sub.	9	Lo. St.	3	Sc., water	HO (10)	66,50
1264		8.87	12	20-24	Sub.	6	App. St.	3	Asp. (7)		62,36
		0.22	12	20-24	Sub.	9	App. St.	3	Asp. (7)		1,60
1265	4.50		14	26	Sub.	6	Dol.	3	Asp. (10)		36,38
	0.98		14	26	Dol.	3	Dol.	3	Asp. (10)		5,01
1266	3.09		12	26	Sub.	6	Gn.	3	Asp. (11)		41,31
		4.23	10-16	25-32	Slag.	5	Slag.	3	Sc., water	T. ()	38,25
1267		2.76	10-16	25-32	Grv.	5	Slag.	3	Sc., water	T. ()	19,12
			2		(Shoulders)		Slag.	3	Sc., water	T. ()	6,69
1268	4.49		14-16	24-32	Slag.	4	Li.	3	Sc., water	CaCl.	37,21
	0.72		16	32			F Con. (16)	7			6,35
1269	4.63		14	26			F Con. (16)	6-P			39,86
	0.27		14	26	Sl.	5	App. St.	3	Sc., water		2,15
1270	7.69		12-27	22-30	Sub.	6	Set.	3	Asp. (10)		55,58
			12	22	Bridge		Set.	3	Asp. (10)		1,13
1271		11.40	14-16	22-32	Sub.	6	App. St.	3	Asp. (11)		93,91
1272		5.15	14	22	Sub.	6	App. St.	3	Asp. (10)		49,31
		0.69	14	20-28	Sub.	8	App. St.	3	Asp. (10)		5,65
1273	2.50		12-16	24-26	Sub.	6	Set.	3	Asp. (11)		20,25
1274		10.50	16	28-34			F Con. (3)	6-P			98,4
		2.00	14-18	28-32			F Con. (16)	6			17,01
1275		0.60	20-25	32			F Con. (16)	6-1			5,11
		1.05	14-20	26-32	Slag.	5	App. St.	3	Sc., water		5,64
		0.21	28-40	28-44	8 Con. (16)	6	Br. (14)	4			4,88
1276	0.97		16	30	Grv.	5	Li.	3	Asp. (10)		9,98
	0.26		16-46	30-46	8 Con. (d) (14)	5	Br. (19)	4			5,91
1277	1.52		†30-73	†30-73	Sc. Grv. Con. (d) (3)	5	Br. (10)	4			29,36
1278		8.63	10-12	30-33	Grv.	6	Li.	3	Sc., water	Ca. Cl.	33,33
	2.84		14	26	Lo. 6, App. St. 2	8	App. St.	3	Sc., water		33,33
1279	0.24		16	26	Lo. 6, App. St. 2	8	App. St.	3	Asp. (11)		3,33
	0.33		16	26			App. St.	3	Asp. (11)		3,33
1280		5.76	14-16	26	Sub. 6, Lo. St. 2	8	Lo. St.	3	Sc., water	HO (10)	47,12
1281	8.39		10	30	Lo. St.	5	App. St.	3	Sc., water	Ca. Cl.	49,12
1282	1.51		16	32	Slag.	5	Li.	3	Sc., water	Ca. Cl.	14,17
1283	4.54		12-16	22-32	Lo. St.	5	Li.	3	Sc., water	Ca. Cl.	22,4
1284	6.06		10	32	Lo. St.	4	Lo. St.	3	Sc., water	Ca. Cl.	25,12
1285	3.31		14	26	Lo. St.	4	Lo. St.	3	Asp. (11)		4,12
1286	0.52		15-16	26	App. St.	4	App. St.	3	Asp. (10)		4,12
1287	7.75		14-16	26-28	Sub.	7	App. St.	3	Asp. (11)		64,17
1288	5.11		14	26	Fld.	5	Fld.	3	Asp. (10)		41,97
1289	0.34		30-46	30-46	Grv. Con. (d) (h)	5	Br. (1)	4			6,27
1290	1.53		12	32	Grv.	5	Li.	3	Sc., water	Ca Cl.	10,21
1291		2.68	16	24			F Con. (1)	6-P			33,17
		0.57	16	24	Li.	5	Li.	3	Sc., water	T. ()	3,34
1292	3.42		14	26	Sub.	5	Sl.	3	Sc., water		23,96
1293	1.80		16	32	Fld.	5	Li.	3	Sc., water	Ca. Cl.	16,28
1294	1.38		16	32	Li.	5	Li.	3	Asp. (10)		12,33
	0.88		16	24-28	Tr.	4	Tr.	3	T. (17)		2,33
1295	0.37		16	32	Old Mac.				Sc., HO		1,45
	1.70		16	28	Lo. 8, App. St. 2	10	Tr.	3	Asp. (17)		15,29
1296	0.77		16	32			F Con. (15)	8-P			17,11
1297	0.81		16	26			FCon(7,16)	6			17,11
	2.74		9-16	26	8 Con. (e) (7, 16)	6	Br. (9)	4			8,3
1298		0.93	16	32	8 Con. (d, e) (15)	6	Br. (15)	4			8,3
1299	0.67		9-14	28	Fld.	6	Li.	3	Asp. (10)		4,4
	1.33		9-14	28	Li.	3	Li.	3	Asp. (10)		8,3

See list by counties.

† Changed from original plans.

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Blinder	Surfacing	
					Kind	Thickness	Kind	Thickness			
1300		8.08	9-14		8 Fld.	3	Asp. (10)			63.57	
		8.79	9-14		9 Fld.	3	Asp. (10)			4.96	
1301	0.50		16-36		(d) (10)						
	0.48		16		19).....	5 Bitu	2				
						F Con. (a)					
						(10,13,19)	6				
1302		12.66	14			6 Li	3	Sc., water		304.93	
1303	2.52		14			4 Li	3	Sc., water		50.73	
1304		1.17	16		(e) (5)	5 Br. (15)	4			11.04	
1305		1.16	16			F Con. (20)	7			10.54	
		4.22	16			F Con. (20)	6			38.68	
1306		5.59	14			4 Gn	3	Asp		45.83	
		0.13	14			5 Gn	3	Sc., water	CO. ()	1.08	
1307		0.71	14		st.....	App. St.	3	T		5.95	
		1.18	14		st.....	App. St.	3	T		9.74	
1308		0.85	16			5 Lo. St	3	Asp		8.08	
		1.30	16		" Lo. 2"	10 Lo. St	3	Asp		12.13	
1309		5.79	16			5 Gn	3	Asp		54.33	
		0.84	16		" Gn. 2"	10 Gn	3	Asp		7.63	
1310		4.02	12		r Qrt.	5 Li	3	Sc., water		35.33	
1311		6.87	14			6 Li	3	Sc., water		56.58	
1312		6.81	14-16			6 Lo.	3	Asp. ()		61.50	
		4.17	14			8 Li	3	Sc., water		34.22	
1313		2.62	14-16			5 Li	3	Sc., water		21.57	
		0.23	14		" Li. 2"	10 Li	3	Sc., water		1.65	
1314		5.37	14			9 Li	3	Sc., water		44.18	
1315		0.96	16			F Con. (19)				6.88	
		7.04	16			F Con. (19)				65.88	
*1316											
		0.74	16-30		(20).....	5 Bitu	2			9.77	
1317		6.17	14			5 Li	3	Asp. (10)		50.64	
		1.09	16-42		(20).....	5 Br. (3)	4			14.67	
	0.11		16			7 Am	2 1/2			1.47	
1318	0.13		16		st.....	6 Am	2 1/2			10.73	
1319	1.09		16-18		(i) (6)	5 Am	2 1/2			6.05	
	0.56		18-24		(i) (6)	5 Br. (19)	4			22.88	
1320	2.75		14			6 Lo. St	2	Sc., water	CO. (2)	72.88	
1321		8.34	14-16			5 Li	3	Sc., water	Ca. Cl., T	51.89	
1322		7.39	12			5 Slag	3	Asp		34.38	
1323		4.10	14			5 Gn	3	Asp. (10)		5.13	
		0.82	14			8 Gn	3	Asp. (10)		33.30	
1324		3.03	14			4 Lo. St	3	T. (17)		1.62	
			14		" Lo. St. 2"	10 Lo. St	3	T. (17)		25.04	
1326		2.81	14			8 App. St	3	Asp. (10)		1.73	
1328	0.19		16			6 Li	3	Asp. (11)		6.09	
1337		0.85	14		" Li. 5"	11 Li	2 1/2	Asp		42.93	
		5.21	14			5 Li	2 1/2	Asp		5.99	
1328	0.733		16		(d) (3)	5 MM.-2	2	Asp. (10)		23.77	
1329		3.52	16			F Con. (11)	6			4.58	
		0.18	40-45		(11).....	6 Br	4			28.54	
1330		2.48	14		st.....	4 App. St	3	Sc., water		35.02	
1331	4.27		14		st.....	3 App. St	3	T. (17)		47.76	
1332		6.54	14-16			3 Lo. St	3	LC. T. (17)		10.07	
		1.23	14			6 Lo. St	3	LC. T. (17)		24.76	
1333		9.14	14			5 App. St	3	Sc., water	T.	17.57	
†1334A		1.85	16			5 App. St	3	Sc., water	T. ()	12.50	
		1.38	16			F Con.	8P				
†1334B		1.12	16-44			F Con.	Av.			23.16	
							6 1/2			23.26	
1335		4.31	14			5 App. St	3	Sc., water	T. ()	2.29	
		0.29	16-25		(d) (20)	6 Br. (9)	4			8.88	
1336		0.99	14		" Slag 5"	11 Slag	3	Sc., water	T	33.47	
		4.20	14			5 Slag	3	Sc., water		7.25	
	0.77		16		(d) (20)	5 Li. MM.-2	3	Asp. (10)		14.88	
1337	1.72		12-16			5 Li	3	Sc., water	Ca. Cl	3.30	
	0.42		16		lac	Li	3	Sc., water	Ca. Cl	3.35	
1338	0.35		16			4 Lo. St	3	Sc., water		24.45	
	3.87		16		" Lo. St. 2"	8 Lo. St	3	Sc., water			

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1916 — (*Continued*)

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.		Width of roadbed	Width of roadway	MATERIALS USED IN CONSTRUCTION				Square yards of pavement.
1339	0.27	16	26	S				2,490
	0.14	16	26	L				1,345
*1340								
1341	0.35	16	26	T				3,323
1342	4.71	16	26	T				44,190
	0.53	16	27-28	T				4,878
1343	3.00	16	28					29,090
1344	3.28	16	28					31,744
1345	5.56	16	26-28	L				52,211
	0.18	16	26-28	S				1,673
1346	5.10	16	24	S				47,808
1347	4.43	12, 16	24, 28	S				33,029
1348	3.96	14	24-26	S				32,786
1349	4.72	14	26	S				38,822
1350	3.42	14, 16	28, 32	L				29,199
1351	1.72	14	28-32					14,116
	0.33	14	28-32	S				2,717
1352	9.03	12-16	24-30	S				69,957
	0.51	18	32					
1353	1.89	22	32-44					4,850
					2, 19)	72-P		24,500
1354	5.55	14	26		F Con. (6)	7-P		45,577
*1355								
*1356								
1357	4.87	16	26	Sub.	6 App. St.	3 Sc., water	T. ()	45,744
1358	8.26	16	26	Sub.	6 Fld.	3 Sc., water	T. ()	77,529
*1359								
1360	6.54	12	24-26	Sub.	6 Li.	3 Sc., water	T. ()	46,332
1361	4.11	14	26	Sub.	6 Li.	3 Sc., water	T. ()	33,769
	1.54	14	26	Grv. 6, Li. 3	9 Li.	3 Sc., water	T. ()	12,672
*1362								
*1363								
1364	1.38	14	26	App. St.	4 App. St.	3 T. ()		11,355
	4.54	14	26	Sub.	5 App. St.	3 T. ()		36,049
1365	0.37	14	26	Li.	4 Li.	3 Sc., water		3,008
	2.02	14	26	Li.	4 Li.	3 Asp. ()		16,594
1366	5.16	12-16	24-26	Sub.	6 Li.	3 Sc., water	CO.	37,900
	1.72	12-40	21-43	Sub.	8 Li.	3 Asp. (10) (2)		14,505
1367	1.72	16	28-34	Sl.	5 Li.	3 Sc., water	Ca.Cl.	16,179
1368	2.06	10	24	Lo. St.	4 Imp. Li.	3 Sc., water		12,225
1369	2.00	10	24	Li.	4 Li.	3 Sc., water		11,872
*1370								
1371	0.88	16	28	S Con (9)	6 Br. (10)	4		8,360
1372	3.23	14	26	Sc. Grv.	6 Imp. St.	3	CT. ()	26,563
1373	2.73	16-32	28-32		F Con. (3)	6-P		29,714
1374	0.91	16	28	Sub.	9 Li.	3 Sc., water	T.	8,564
1375	1.10	16	28	Sub.	6 App. St.	3 Asp. ()		10,286
*1376								
1377	3.74	14	26	Sub.	6 Fld.	3 Sc., water	T.	30,736
	1.19	30-38	30-38	S Con	5 Br.	4		25,000
1378	1.46	16	26	Sub.	5 Li.	3 Asp.		13,885
	1.49	14	24	Sub.	5 Li.	3 Sc., water	Ca.Cl.	12,112
1379	0.74	30	30	S Con	5 Br.	4		13,107
1380	3.11	16-30	30-32	S Con.	6 Br.	4		29,257
	2.54	10-16	26-30		F Con.	6-P		19,802
1381	3.90	10	24-39		F Con.	6-P		23,691
*1382								
*1383								
*1384								
*1385								
*1386								
1387	0.44	16	32-34	App. St.	3 App. St.	3 Asp. (10)		4,144
1388	4.23	12-14	26-28	Sub.	6 Lo. St.	3 Asp.		30,783
	6.93	12-14	26-28	Lo. St.	3 Lo. St.	3 Asp.		56,701
*1389								
1390	0.38	16	26	Sub. 6, App. St. 3	9 Li.	3 Sc., water	Ca.Cl.	3,556
	2.54	16	26-28	App. St.	5 Li.	3 Sc., water	Ca.Cl.	24,109

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.	
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type			
0.37 0.14	0.714 0.714	38,490 38,490	\$15,772 28	\$9,217 55	11/11/15	100	8/21/16	.....	.....	.....	Genesee.	1339
.....
0.35 4.71	1.241 0.963	15,290 19,211	5,400 00	3,105 00	11/24/16	.....	.....	.....	.....	.....	West....	1341
0.53	0.882	18,178									99,200 00	64,490 00	7/17/16
3.00 3.38	0.956 1.059	13,015 14,580	40,400 00	26,260 00	7/27/16	3	Nassau..	1343	
5.56	0.797	12,610									50,400 00	32,760 00	8/22/16
0.18 5.10	0.988 0.731	14,400 15,731	73,300 00	47,645 00	4/26/16	.....	.....	.....	.....	.....	Saratoga	1345
3.52	0.701	14,450									76,700 00	52,156 00	7/13/16
3.49 4.14	0.584 0.835	12,840 13,034	55,600 00	44,480 00	6/19/16	39	.....	.....	.....	.....	Scho....	1347
3.11	0.779	14,079									49,600 00	36,704 00	6/ 9/16
1.50 0.29	1.347 0.942	18,733 14,931	57,000 00	38,760 00	6/ 6/16	40	.....	.....	.....	.....	Wyom..	1349
7.45	0.683	12,828									48,200 00	31,330 00	6/ 9/16
.....	.....	.....	39,000 00	25,350 00	10/28/16	.....	.....	.....	.....	.....	Livinga..	1351
.....									108,000 00	73,440 00	6/10/16
0.51 2.61	1.057 1.117	14,044 14,607	46,600 00	30,290 00	4/25/16	86	.....	.....	.....	.....	Onon....	1353
4.86	1.057	14,877									75,800 00	57,565 00	7/17/16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Oneida..	*1355
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Oneida..	*1356
4.87 8.26	0.837 0.650	11,136 9,840	55,200 00	35,880 00	6/ 8/16	41	.....	.....	.....	.....	Oneida..	1357
.....									81,300 00	52,845 00	6/ 8/16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Onon....	*1359
4.94 3.60	0.752 0.915	12,970 12,577	73,500 00	51,450 00	7/11/16	12	.....	.....	.....	.....	Madison.	1360
1.25	1.015	13,515									67,300 00	47,110 00	7/14/16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Mont....	*1362
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Herk....	*1363
1.21 4.05	0.863 0.780	15,620 14,840	82,500 00	61,050 00	6/ 7/16	.....	.....	.....	.....	.....	Greene..	1364
0.32	0.556	11,820									31,400 00	23,236 00	7/11/16
1.77 4.04	0.789 0.857	14,100 12,075	87,200 00	61,200 00	6/10/16	77	.....	.....	.....	.....	Alleg....	1366
1.54	1.177	15,076									24,900 00	16,185 00	6/ 7/16
1.72 1.30	0.985 0.762	13,242 14,325	24,800 00	17,360 00	6/13/16	42	Cort....	1368	
1.27	0.776	13,656									24,200 00	16,940 00	6/ 9/16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	West....	*1370
0.89 2.83	2.802 0.857	33,077 17,867	31,200 00	20,280 00	7/12/16	67	.....	.....	.....	.....	Albany..	1371
3.16	1.083	14,649									56,400 00	36,660 00	7/14/16
0.91 1.10	1.112 1.075	14,070 14,926	46,800 00	23,504 67	7/18/16	.....	.....	.....	.....	.....	Ulster...	1373
.....									13,000 00	6,500 00	7/22/16
.....	.....	.....	16,800 00	8,400 00	7/14/16	31	.....	.....	.....	.....	Fulton..	1375
.....
3.28 2.73	0.816 2.278	13,004 27,897	45,500 00	22,750 00	10/28/16	.....	.....	.....	.....	.....	Fulton..	1377
1.48	1.025	16,135									120,000 00	30,586 96	7/11/16
1.29 1.40	0.876 2.270	14,736 20,603	40,000 00	9,650 00	8/22/16	.....	.....	.....	.....	.....	Chatau..	1379
3.12	2.158	26,854									134,100 00	87,165 00	7/17/16
2.11 2.46	1.268 1.647	18,500 19,910	56,100 00	36,465 00	10/31/16	.....	.....	.....	.....	.....	Chatau..	1381
.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Franklin.	*1383
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Franklin.	*1384
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Franklin.	*1385
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Franklin.	*1386
0.44 3.28	0.964 0.944	14,738 12,700	7,110 00	5,112 00	7/14/16	84	.....	.....	.....	.....	St. Law.	1387
6.04	0.850	11,820									68,000 00	48,960 00	7/18/16
.....
0.38 2.57	1.028 0.901	15,920 14,730	44,200 00	28,730 00	7/12/16	23	.....	.....	.....	.....	St. Law.	*1389
.....

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	Miles		Width of	Width of roadway	MATERIALS USED IN CONSTRUCTION				Cost
1201	3.07	10	30-32 L						
	4.26	10	Av. 30 L						
*1202	4.04	12-16	26-28 S						
1203	0.37	16	29						
	0.36	16	32						
1204	4.28	14, 16	26-32 Sub.		6 Li.	3 Sc., water	T.		12,200
	2.81	14, 16	26-32 App. St.		40 Li.	3 Sc., water	T.		22,844
	2.91	14	26 Sub.		6 Li.	3 Sc., water	Ca.Cl.		22,898
*1206									
*1207									
1208	10.46	14	30 App. St.		4 App. St.	3 Asp.			85,298
1209	0.24	16	30 Li.		5 Li.	3 Asp. (3)			2,206
1200	4.89	12-14	24-28		1 P Con.	Av. 6			28,072
1201	2.12	14	28 Imp. Li.		5 Imp. Li.	3 Sc., water	Ca.Cl.		17,450
1202	0.24	16	32 St.		5 App. St.	3 Sc., water	T.		71,044
1203	7.94	12, 14	26 Li.		5 Li.	3 Sc., water	T.		62,340
1204	5.63	12, 14	24, 26 Sub. 6, Lo. St. 2.		3 Lo. St.	3 Sc., water	T.		46,571
1205	2.03	14	26 Sub. 6, Li. 2.		3 Li.	3 Sc., water	Ca.Cl.		24,044
1206	3.67	12	28 Lo. St.		4 Lo. St.	2 Asp. (10)			25,817
1207	2.28	12	24 Grv.		6 Li.	3 Sc., water	Ca.Cl.		16,296
	1.60	12	24 Lo. St.		4 Li.	3 Sc., water	Ca.Cl.		11,903
1208	8.13	14	24 Lo. St.		40 Li.	3 Sc., water	CO.		86,771
	0.63	14	26, 28 App. St.		40 Li.	3 Sc., water	CO.		5,107
1209	6.83	14	26 Sub.		6 Li.	3 Sc., water			53,816
	0.72	14-40	16-43 S Con.		5 M.L.S.	2			14,819
1210	1.76	14, 16	26 App. St.		4 App. St.	3 Asp. (10)			15,683
*1211									
1212	0.56	16	28		1 P Con (3)	54			5,200
1213	1.25	14	28 Sub.		7 Li.	24 Asp. (10)			10,772
	0.79	14	28 Sub.		3 Li.	24 Asp. (10)			6,734
1214	5.45	14	28		1 P Con.	7-P			45,040
1215	3.96	12, 16	23 Li.		5 Li.	3 Sc., water	T.		37,633
1216	2.63	14	26 App. St.		4 Li.	3 Sc., water	Ca.Cl.		21,028
1217	3.12	10-14	24-26 Sub.		6 Lo. St.	3 T.			23,541
			(Shoulders)		1 St.	4 Sc., water			4,184
1218	0.21	14	24 S Con.		5 St. Blk.	5			1,800
	0.34	14	24		1 P Con.	6-P			2,804
1219	3.35	14	26, 28		1 P Con (11)	6-P			19,359
	0.82	14	24 Lo. St.		5 Lo. St.	3 Sc., water	T.		6,793
1220	3.01	14	26 Sub.		6 Lo. St.	3 Sc., water	T.		24,653
1221	7.20	14	20-26 Sub. 6, App. St. 3		3 Imp. Li.	3 Sc., water	Ca.Cl.		69,134
1222	2.78	12, 16	24-26 App. St.		4 App. St.	3 Sc., water			21,432
	2.10	12	24-26 Grv.		6 App. St.	3 Sc., water			16,217
*1223									
*1224									
1225	2.97	14	26 Grv. 5, Li. 3.		3 Li.	3 Sc., water	Ca.Cl.		24,254
*1226									
1227	0.57	16	26 Grv.		9 Li.	3 Sc., water	Ca.Cl.		5,200
1228	5.41	14	24-26 Lo. St.		5 Lo. St.	3 Asp.			44,550
	0.95	14	23		1 Imp. Li.	3 Asp.			7,750
*1229									
1230	1.10	32	22 S Con (10)		5 Br. (23)	4			26,734
	0.23	40-57	40-57 S Con. (10)		5 St. Blk.	5			7,443
1231	3.57	12-14	24 Sub.		6 Li.	3 Sc., water	T.		24,506
1232	0.43	12	22 Sub.		6 Li.	3 Sc., water			3,046
	0.16	45-16	45-52 S Con.		5 Br.	4			3,772
1233	0.80	16-14	32-26 Sub.		6 Li.	3 Asp.			2,796
	5.40	14	26 Sub.		6 Li.	3 Sc., water	CO.		44,376
1234	0.49	16	26 Imp. Li.		4 Imp. Li.	3 Asp.			4,362
	0.12	20-27	26-35 S Con (20)		5 Br.	4			2,000
1235	3.67	14	24-26 Imp. St.		4 Li.	3 Sc., water	T.		20,181
	2.40	14	24-26 Lo. St.		4 Li.	3 Sc., water	T.		19,772
1236	0.80	23-44	28-44 S Con (9)		6 Br.	6			14,385
	0.53	16	26 App. St.		4 App. St.	3 Sc., water	Ca.Cl.		6,126
1237	4.58	16	26-28 Lo. St.		4 Lo. St.	3 Sc., water	Ca.Cl.		43,096
1238	6.93	14-16	26 Sub. 4, App. St. 2		9 App. St.	3 Sc., water	HCT		69,134

* See list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAYMENT			County	No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced				
2.29	0.837	11,246	\$78,400 00	\$50,960 00	7/14/16							
2.86	0.837	11,246										
3.05	0.778	11,657										
0.57	0.417	8,568	78,000 00	47,460 00	7/17/16	4						
0.57	1.361	17,430										
3.76	0.877	14,030	101,400 00	60,700 00	7/14/16	17						
2.54	1.161	16,700										
3.54	0.742	12,350	38,400 00	18,700 00	7/17/16	28						
9.15	0.791	12,884	124,800 00	104,864 00	7/11/16	9						
0.24	1.121	14,920	3,850 00	2,502 50	8/21/16	100	1/18/17					
4.05	1.200	14,990	67,300 00	43,680 00	8/21/16							
1.86	0.896	12,980	26,600 00	16,640 00	9/25/16							
7.80	0.807	11,344	89,700 00	58,305 00	7/24/16	13						
0.66	1.016	14,130	105,700 00	64,675 00	7/21/16							
4.96	0.821	14,610	77,000 00	50,050 00	7/14/16	33						
2.56	0.900	15,260	42,400 00	27,500 00	7/16/16	84						
2.76	0.877	12,200	40,100 00	26,065 00	7/13/16	41						
1.73	0.742	10,912	37,300 00	24,180 00	7/15/16	14						
1.27	0.820	11,644										
7.08	0.807	13,485	101,100 00	76,836 00	8/19/16	3						
0.54	1.130	16,630										
5.71	1.000	16,260	140,300 00	93,264 00	7/17/16	4						
0.97	1.164	10,950										
1.65	0.950	14,730	26,600 00	20,500 00	7/20/16	87						
0.56	1.118	15,890	9,400 00	6,110 00	7/14/16	95						
1.09	0.944	13,872	27,600 00	18,788 00	7/15/16	63						
0.72	0.778	12,316										
4.80	1.109	16,139	82,300 00	53,430 00	8/21/16							
3.95	0.746	11,150	44,300 00	28,795 00	8/16/16	16						
2.30	0.962	12,495	31,300 00	20,280 00	8/21/16	36						
4.46	0.858	14,990	41,900 00	27,235 00	11/11/16	5						
1.17	0.378											
0.20	3.730	47,766	16,800 00	10,920 00	11/ 2/16	8						
0.31	1.086	22,946										
2.05	0.982	16,111	47,300 00	30,095 00	8/21/16	12						
0.72	0.721	12,661										
2.83	0.701	12,370	34,100 00	28,860 00	11/ 2/16	7						
0.30	0.922	15,450	108,700 00	70,655 00	8/16/16	3						
2.24	0.773	13,920	65,200 00	42,022 50	8/21/16	7						
1.73	0.756	13,785										
3.50	1.022	15,365	42,000 00	27,300 00	11/24/16							
0.57	0.861	17,204	16,600 00	6,471 58	8/22/16	49					Oswego..	1427
4.74	1.006	15,066	56,300 00	57,460 00	1/23/16	5					Oswego..	1428
0.82	0.639	11,620										
2.21	2.244	36,906	167,800 00	17,095 00	8/24/16	10					Orleans..	*1429
0.82	3.044	44,415									Orleans..	1430
2.82	1.008	16,072	47,100 00	31,086 00	8/23/16						Tomp...	1431
0.32	0.759	17,204	6,400 00	4,224 00	8/21/16						Tomp...	1432
0.29	2.167	27,180										
0.30	0.947	16,708	66,200 00	60,522 00	8/24/16						Tomp...	1433
4.73	0.971	16,017										
0.49	1.086	20,645	19,000 00	6,750 00	8/21/16	28					Tomp...	1434
0.22	2.219	31,271										
3.20	0.578	15,231	85,000 00	59,500 00	8/22/16						Cort ..	1435
2.11	0.819	14,667										
1.50	2.868	38,400	66,800 00	17,136 00	8/17/16	9					Wash ..	1436
0.53	0.830	19,338										
4.53	0.837	9,595	46,700 00	33,624 00	8/24/16						Wash ..	1437
0.41	0.953	16,896	113,000 00	81,360 00	8/21/16	4					Wash ..	1438

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	Miles	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
				BOTTOM		TOP		Surfacing	
				Kind	Thickness	Kind	Thickness		
1439	6.51	12-20	24, 22	Sub.	6	Lo. St.	3	Asp.	49,771
1440	3.39	14-30	26-42	Sub.	6	Set.	3	T	33,064
1441	1.06	20-40	20-40	Lo. St.	4	Tr.	2 1/2	Asp.	18,732
	2.50	14	22	Sub.	6	Lo. St.	3	Asp.	20,544
	6.75	16	26	Old Mac., Lo.St	3	Tr.	2 1/2	Asp.	6,969
*1442									
1443	5.09	14	30	Sl.	5	St.	3	So., water.	41,835
1444	3.75	12	26	App. St.	5	App. St.	3	So., water.	26,511
*1445									
*1446									
*1447									
1448	0.63	16-14	22-26	Sub.	3	Lo. St.	3	So., water.	5,645
	7.99	16-14	22-26	Lo. St.	4	Lo. St.	3	So., water.	66,264
*1449									
*1450									
1451	4.70	14	26	Sub.	6	Set.	3	Asp.	38,754
1452	5.50	14	26	Sub.	6	Lo.	3	So., water.	45,178
1453	1.95	12, 14	24, 26	Grv. 6, App. St. 3	9	App. St.	3	So., water.	14,759
1454	6.33	14	26	Sub. 6, Lo. St. 2	8	Lo.	3	So., water.	52,234
1455	3.42	16	26	Sub.	6	App. St.	3	Asp.	22,135
*1456									
1457	4.62	14-16	26			F Con.	6-P		42,795
*1458									
1459	1.47	14	32	Grv.	6	Lo.	3	So., water.	12,067
1460	6.74	16	26-30			F Con.	6-P		43,278
*1461									
*1462									
1463	5.63	14	26	Sub.	6	Set.	6	Asp.	47,261
*1464									
1465	3.70	14	26	Sub.	6	Lo. St.	3	Asp.	23,277
1466	6.33	16	32	App. St.	6	App. St.	3	So., water.	60,460
*1467									
*1468									
1469	0.42	20	24	S Con.	5	Br.	4		5,125
	4.52	14	26			F Con.	6-P		37,265
*1470									
*1471									
*1472									
1473	3.06	12	22-24	Sub.	6	App. St.	3	Asp.	21,932
1474	4.99	12	24	Sub.	6	Sl.	3	So., water.	35,119
1475	6.00	10	24	Sub.	6	Set.	3	T	35,202
1476	4.00	10	24	Sub.	6	Set.	3	Asp.	25,053
1477	0.32	32-62	32-62	S Con.	5	Br.	4		7,553
	2.51	14-16	26	Sub.	6	App. St.	3	Asp.	23,265
1478	4.01	14	26	Sub.	6	Lo. St.	3	T	33,909

* See list by counties.

† Changed from original plans.

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Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
5.30	0.976	16,352	\$98,400 00	\$74,304 00	8/2 /16	.....	.....	.....	.....	.....	Dela....	1439
3.42	0.867	14,244	50,800 00	39,388 00	8/21/16	.....	.....	.....	.....	.....	Dela....	1440
2.00	1.194	17,242	79,000 00	50,654 00	8/21/16	.....	.....	.....	.....	.....	Dela....	1441
2.19	0.866	14,163										
0.74	1.094	16,303										
4.46	1.093	13,710	66,000 00	42,900 00	8/21/16	.....	.....	.....	.....	.....	Lewis...	*1442
2.82	0.902	11,760	36,500 00	23,725 00	8/21/16	12	.....	.....	.....	.....	Erie....	1443
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Erie....	1444
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Erie....	*1445
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Erie....	*1446
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Erie....	*1447
0.60	0.870	11,448	86,000 00	55,900 00	8/21/16	6	.....	.....	.....	.....	Rock....	1448
7.06	0.804	10,828										
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Broome..	*1449
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Broome..	*1450
4.13	0.835	13,196	59,600 00	29,800 00	8/21/16	5	.....	.....	.....	.....	Broome..	1451
4.81	0.870	15,800	82,700 00	61,198 00	8/21/16	15	.....	.....	.....	.....	Tioga...	1452
1.57	1.009	15,284	22,700 00	14,755 00	8/21/16	75	.....	.....	.....	.....	Schenec.	1453
5.56	1.043	14,935	87,300 00	56,745 00	8/18/16	2	.....	.....	.....	.....	Schenec.	1454
3.42	0.923	14,268	50,300 00	32,695 00	9/25/16	.....	.....	.....	.....	.....	Putnam..	1455
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	West....	*1456
4.55	1.161	15,761	75,100 00	48,815 00	9/28/16	.....	.....	.....	.....	.....	West....	1457
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Hamil...	*1458
1.29	0.997	15,920	23,200 00	15,090 00	9/25/16	.....	.....	.....	.....	.....	Livings..	1459
6.74	1.150	16,071	115,700 00	77,935 00	10/28/16	.....	.....	.....	.....	.....	Saratoga	1460
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Saratoga	*1461
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Oneida..	*1462
5.04	0.895	13,809	73,000 00	67,160 00	10/28/16	.....	.....	.....	.....	.....	Sullivan.	1463
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ulster...	*1464
2.48	0.933	15,451	40,600 00	26,390 00	10/31/16	5	.....	.....	.....	.....	Ulster...	1465
6.33	0.820	11,900	79,400 00	51,610 00	10/31/16	.....	.....	.....	.....	.....	Monroe..	1466
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Scho....	*1467
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Albany..	*1468
0.55	2.113	25,008	93,000 00	51,350 00	10/31/16	.....	.....			

APPENDIX A — STATE HIGHWAYS

See page 518 for explanation

Highway No.	Miles	Width of	Width of roadway	MATERIALS USED IN CONSTRUCTION				Square yards of material
				TOP		Binder	Surfacing	
				Thickness				
5020	3.33	16	28-32	2	Asp. (10)			30,228
5021	1.47	16	26	3	Asp. (10)			13,740
	0.10	16	26	2	Asp. (10)			960
5022	1.81	16	26, 28	24	Asp. (10)			15,561
5023	3.44	16	28, 32	24	Asp. (3)			32,460
5024	2.59	16	28, 32	2	Asp. (10)			24,311
5025	4.84	16	28	24	Asp. (10)			45,431
5026	1.80	16	28	18	Asp. (10)			18,927
5027	3.21	16	28, 32	2	Asp. (10)			30,150
5028	2.35	16	32	13	Asp. (3)			22,512
	1.21	16	32	1		HO. (3) Sm.		11,340
5029	1.67	16, 22	26	124	Asp. (3)			15,980
5010	1.96	16	30	13	Asp. (3) (10)			18,785
5011	3.23	16	32	3	Asp. (10)			30,225
	0.22	16	28	4				2,129
5012	2.75	16	32	2	Asp. (10)			25,312
5013	3.62	16-324	28, 35	2	Asp. (10)			37,822
5014	2.50	16	28, 32	2	Asp. (3)			23,512
	0.70	16	28, 32	2	Asp. (2)			6,578
5015	0.55	16, 24	16, 32	4				5,325
	0.64	16, 24	16, 32	2	Asp. (10)			5,012
5016	2.50	16	32	2	Trn. (10) (7)			23,424
	0.50	16	32	2	Trn. (10)			5,560
5017	2.96	16	28, 32	2	Asp. (10)			17,925
5018	2.00	16	30, 32	2	Asp. (10)			18,004
5019	1.89	16	28, 32	4				17,741
5020	3.44	16	32	2	Asp. (10)			32,463
5021	2.54	16	28, 40	2	Asp. (3)			13,506
	1.43	16	28, 40	3	Asp. (2)			22,867
5022	3.00	16	26	2	Asp. (10)			26,180
5023	3.53	16	28	4				2,360
		16	28	2	Asp. (10)			24,264
5024	2.66	16	28, 32	2	Asp. (10)			25,942
5025	2.46	16	24, 32	2	Asp. (10)			23,180
5026	0.99	16	26	4				9,314
	2.50	16	28-32	3	A. (10)			23,480
5027	1.94	16	32	4	Asp. (10)			15,540
5028	3.72			4				
5029	1.23	16	32	4	Tr.			11,306
	1.51	16	32	4	Tr.			14,234
5030	2.09	16	32	2	Asp. (10)			19,586
5031	3.00	16	32	4	Li.			23,160
5032	5.00	16	32	4	App. St.			44,963
5033	2.96	16	30	4	Grn. Gr.			37,226
5034	1.41	16	32	2	App. St.			12,481
5035	2.43	16	28	4	Li. or Sy.			23,263
5036	2.61	16	28	24	Asp. (10)			24,452
5037	3.51	16	26	4	Li.			28,799
5038	2.00	16	28	4	Grn. Blk			18,754
	0.99	16	28	3	Grn.			9,301
5039	4.01	16	26, 32	4	Li.			37,365
	0.06	30	30	5	Grn. Blk			1,008
5040	0.82	26-32	26-32	4	Br. (17)			14,325
	0.03	30	30	5	Pat. Br.			403
	0.66	16-30	26-32	4	Tr.			9,234
5041	2.05	16	32	4	Li.			19,344
	0.35	16	32	3	Li.			2,262
5042	3.23	16	32	4	Li.			31,271
5043	2.47	16	28	2	Tr. Li.			22,956
	0.12	16	28	3	Tr.			1,067
5044	3.50	16	26, 32	4	Fld.			22,742
5045	3.04	16	26	4	Tr.			25,719
5046	1.54	16	St.	4	Li.			14,400
	4.24	16	28, 32	4	Li.			39,571

* Highway No. 5028 was built of various types as an experimental pavement.


† Changed from original plans.

JANUARY 1, 1898 TO DECEMBER 31, 1916

Equivalent 10' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 10'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
3.22	0.732	9,155	\$30,026 00	\$30,026 00	2/ 7/10	100	11/ 5/10	.....	.....	.....	Ulster...	5000
1.47	0.909	14,470	22,572 38	22,572 38	2/17/10	100	11/29/10	.....	.....	.....	Ulster...	5001
0.10	0.789	13,430	22,366 92	22,366 92	2/17/10	100	11/29/10	.....	.....	Oiled.....	Rock...	5002
1.61	0.807	13,900			3/ 2/10	100	11/29/12	.....	.....	Oiled.....	West...	5003
3.44	0.845	14,170	48,758 08	48,758 08	2/19/10	100	10/ 1/10	.....	.....	.....	Colum...	5004
2.50	0.871	12,790	60,728 81	60,728 81	2/18/10	100	1/—/10	.....	.....	Oiled.....	Jeff...	5005
4.84	0.825	12,550	30,536 82	30,536 82	3/ 2/10	100	7/ 6/11	.....	.....	Oiled.....	Putnam...	5006
1.80	0.875	16,960	45,000 00	45,000 00	2/21/10	100	11/29/10	.....	.....	Oiled.....	Orange...	5007
3.21	0.750	14,020	53,551 56	53,551 56	4/ 7/10	100	1/—/12	1914	3.00	Bit. Mac.....	Suffolk...	5008
2.40	1.320	17,220	24,716 27	24,716 27	2/24/10	100	12/22/10	.....	.....	Oiled.....	Dutchess...	5009
1.20	0.585	10,320			2/21/10	100	11/25/10	1916	1.06	F. Con.....	Albany...	5010
1.70	0.951	14,660	59,584 88	59,584 88	2/24/10	100	9/26/11	.....	.....	Oiled.....	Renss...	5011
1.98	0.956	15,160	39,213 18	39,213 18	2/24/10	100	12/10/10	1916	0.19	Bit. Mac.....	Cayuga...	5012
3.23	0.853	16,370			2/24/10	100	11/23/10	.....	.....	.....	Chem...	5013
0.23	2.300	29,950	60,623 24	60,623 24	2/23/10	100	5/20/11	.....	.....	Oiled.....	Madison...	5014
2.75	0.988	14,260	47,245 85	47,245 85	4/ 9/10	100	11/15/10	1914	0.68	Brick.....	Ontario...	5015
4.08	1.047	15,630	27,812 57	25,840 16	2/24/10	100	1/10/11	.....	.....	Oiled.....	Onond...	5016
2.50	0.905	14,030			2/21/10	100	6/20/11	.....	.....	.....	Wayne...	5017
0.70	1.255	17,310	43,781 53	43,781 53	2/24/10	100	10/ 3/10	.....	.....	Oiled.....	Yates...	5018
0.62	2.180	26,150	26,515 82	26,515 82	2/28/10	100	6/20/11	.....	.....	.....	Erie...	5019
0.64	1.186	16,820	38,468 29	38,468 29	2/24/10	100	11/ 5/10	.....	.....	Oiled.....	Genesee...	5020
2.50	0.886	13,780	42,264 76	42,264 76	2/23/10	100	12/ 6/10	.....	.....	.....	Livings...	5021
0.59	0.804	13,010	48,174 26	48,174 26	2/21/10	100	1/23/11	.....	.....	Oiled.....	Broome...	5022
2.98	0.981	14,690	44,813 99	44,813 99	2/25/10	100	6/30/11	1914	2.83	Bit. Mac.....	Allegany...	5023
2.00	0.931	13,270	39,992 25	35,092 25	2/24/10	100	12/—/10	.....	.....	Oiled.....	Wyom...	5024
1.89	1.755	20,350	37,020 94	37,020 94	2/26/10	100	11/ 5/10	.....	.....	Oiled.....	Orleans...	5025
3.46	0.854	12,220	25,765 81	25,765 81	2/26/10	100	2/12/11	.....	.....	Oiled.....	Steuben...	5026
1.45	0.736	13,190	48,944 87	48,944 87	2/19/10	100	12/—/10	.....	.....	.....	Greene...	5027
2.55	0.548	11,420	31,876 07	31,876 07	2/21/10	100	1/31/12	.....	.....	Oiled.....	Mont...	5028
3.00	1.016	14,940	134,267 04	100,062 86	2/—/10	100	12/—/10	.....	.....	Oiled.....	Renss...	5029
0.25	2.300	25,270	49,368 71	49,368 71	2/19/10	100	9/ 3/10	.....	.....	.....	Schenec...	5030
2.58	0.894	12,070	23,504 52	23,504 52	2/19/10	100	6/29/11	.....	.....	.....	Frank...	5031
2.66	0.872	13,920	33,682 07	33,682 07	2/18/10	100	11/15/10	1916	2.50	2" Bit. Mac.....	St. Law...	5032
2.46	0.668	10,475	54,401 24	54,401 24	2/18/10	100	12/ 3/10	.....	.....	Oiled.....	Wash...	5033
0.90	1.874	20,268	34,375 85	34,375 85	2/21/10	100	9/28/10	.....	.....	Oiled.....	Onond...	5034
2.50	0.914	11,256	18,627 31	18,627 31	2/23/10	100	6/ 3/11	.....	.....	Oiled.....	Sullivan...	5035
1.94	0.857	16,430	34,656 13	34,656 13	4/ 9/10	100	12/30/11	.....	.....	Oiled.....	Lewis...	5036
1.27	1.122	17,860	37,574 92	37,574 92	4/ 9/10	100	11/23/11	.....	.....	Oiled.....	Otsego...	5037
1.52	1.062	17,300	42,507 19	42,507 19	4/ 9/10	100	12/30/11	.....	.....	Oiled.....	Hamilt...	5038
2.00	0.908	17,730	52,948 02	52,948 02	4/ 9/10	100	8/31/11	.....	.....	Oiled.....	Albany...	5039
0.99	0.818	16,890	73,319 64	73,319 64	4/ 7/10	100	12/13/10	.....	.....	.....	Renss...	5040
4.01	0.835	18,280			4/ 5/10	100	11/15/10	.....	.....	Oiled.....	Ontario...	5041
0.11	2.179	26,550	53,920 94	26,006 00	4/ 7/10	100	1/12/14	.....	.....	.....	Cay'ga } Seneca }	5042
1.58	2.271	27,420	36,874 95	36,874 95	4/ 9/10	100	12/30/11	.....	.....	.....	Tomp...	5043
0.04	2.307	27,760	39,213 41	39,213 41	4/ 7/10	100	12/—/10	.....	.....	Oiled.....	Oswego...	5044
0.98	0.845	14,030			4/ 5/10	100	9/12/11	.....	.....	Oiled.....	Dela...	5045
2.06	0.997	15,430	62,046 28	62,046 28	4/ 5/10	100	7/15/11	.....	.....	Oiled.....	Monroe...	5046
0.25	0.913	14,640	62,046 28	62,046 28	4/ 5/10	100	7/15/11	.....	.....	Oiled.....	Monroe...	5046
3.23	0.964	18,702			4/ 5/10	100	7/15/11	.....	.....	Oiled.....	Monroe...	5046
2.45	1.020	13,435	34,339 72	34,339 72	4/ 9/10	100	12/30/11	.....	.....	.....	Monroe...	5046
0.11	0.855	11,885	39,213 41	39,213 41	4/ 7/10	100	12/—/10	.....	.....	Oiled.....	Oswego...	5044
3.50	0.728	11,200	58,656 72	58,656 72	4/ 5/10	100	9/12/11	.....	.....	Oiled.....	Dela...	5045
3.04	0.903	19,290	62,046 28	62,046 28	4/ 5/10	100	7/15/11	.....	.....	Oiled.....	Monroe...	5046
1.53	0.696	10,405	62,046 28	62,046 28	4/ 5/10	100	7/15/11	.....	.....	Oiled.....	Monroe...	5046
4.22	0.735	10,735			4/ 5/10	100	7/15/11	.....	.....	Oiled.....	Monroe...	5046

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	Miles		Width of 	Width of roadway	MATERIALS USED IN CONSTRUCTION								Square yards of pavement
	Accepted	Under contract											
5047	1 64		16	28	App. St.	4	Tr.	2	Ber. (1)			15,300	
5048	2 51		16	28, 32	App. St.	4	Tr.	2	Asp. (1)			23,561	
5049	2 58		16	28	App. St.	4	Tr.	2	Asp. (10)			24,120	
5050	2 14		16	28	App. St.	4	Li.	3	Asp. (10)			20,169	
5051	11 96		16	28, 32	Tr.	4	Tr.	3	Asp. (10)			18,455	
5052	0 65		18, 28	13, 28	S Con. (d) (1, 8)	5	Br. (20)	4				8,508	
5053	2 54		16	28, 32	Li.	4	Li.	2	Asp. (1)			23,842	
	1 30		16	28-32	Li.	3	Li.	2	Trn. (1)			12,180	
5054	0 30		16	28-32	Li.	3	Li.	4	Trn. (1)			2,894	
	0 30		16	28-32	Li.	7	Li.	2	Trn. (1)			2,844	
	0 11		16	28-32	Li.	7	Li.	4	Trn. (1)			1,067	
5055	1 63		16	28, 30	Gn.	4	Gn.	3	Asp. (10) (1)			15,480	
5056	2 28		16	28, 32	Set.	3	Set.	3	Asp. (1) (16)			21,329	
5057	0 51		16-28	26, 32	Li.	5	Tr.	2	Asp. (10) (16)			6,508	
	0 66		16, 21	26	Li.	4	Tr.	2	Asp. (3)			6,508	
5058	1 13		16, 32	16, 32	Grr. Con. (d) (9)	5	Br. (31) (3)	4				18,749	
	0 22		16, 32	32	Grr.	3	Li, Tr.	4	Asp. (3)			3,854	
5059	1 60		24, 28	35, 39	S Con. (d) (1, 16)	5	Bitu.	2				24,880	
5060	0 34		19-27	32	S Con. (1)	5	Br. (20)	4				4,017	
	0 43		16	32	App. St.	4	Sy.	2	Ber. (1)			4,090	
5061	1 06		28	26	S Con. (5)	5	Br. (10)	4				16,474	
5062	1 21		18-59	30-45	App. St.	6	App. St.	2	Ber. (1)			24,061	
	1 69		16	32	App. St.	4	App. St.	2	Ber. (1)			15,964	
5063	12 41		16	39, 43	S Con. (11)	5	Br. (3)					23,663	
5064	1 57		16	16, 32	App. St.	4	Dol.	2	Asp. (3)			14,940	
5065	2 43		16	28, 32	App. St.	4	App. St.	3	T. (16) Asp. (3) (1)			22,810	
5066	2 94		16	28, 32	App. St.	4	Li.	2	Asp. (3)			27,596	
5067	1 06		22-45	36, 46	Grr. Con. (g) (6, 11)	5	Br. (18)					19,922	
5068	1 48		18-45	28, 46	App. St.	4	App. St.	2	Asp. (10)			18,432	
5069	2 04		16	28	Dol.	4	Dol.	2	Ber. (1)			19,089	
5070	0 62												
5071	2 61		16-42	42-48	S Con. (1)	5	Br. (32)	4				65,361	
5072	3 62		16	28, 32	Li. Qrr. Set.	3	Li. Qrr. Set.	3	Asp. (10)			61,729	
5073	5 06												
5074	4 33		16	32	Set.	3	Set.	3	Asp. (3)			40,800	
5075	0 53		16	28, 32	Li.	3	Li.	3	Ber. (1)			5,846	
5076	5 22		16	32, 50	App. St.	3	App. St.	3	Asp. (12)			45,966	
5077	3 08		16	32	App. St.	3	Li.	3	Asp. (3)			28,929	
5078	2 66		16	32	Li.	3	Li., Sy., Tr.	2	Asp. (1)			24,030	
5079	1 44		16	32	App. St.	3	Sy.	3	Ber. (1)			13,800	
5080	3 02		16	26, 32	Li.	3	Li.	3	Asp. (10)			28,200	
5081	5 26		16	32	Grr. 4, Li. 3	7	Li.	3	Asp. (3)			49,465	
5082	2 92		16	26, 32	App. St.	3	Sy.	2	Asp. (10)			27,394	
5083	2 61		16	32	App. St.	3	Sy.	2	Asp. (10)			24,340	
5084	2 90		16	32	Qrr.	3	Qrr.	3	Asp. (1)			27,340	
5085	4 52		16	32	Sub.	5	App. St.	3	Ber. (1)†			42,302	
5086	3 08		16	28, 32	Li.	3	Li.	3	Asp. (10)			28,716	
	1 96		16	28, 32	Sub.	17	Li.	3	Asp. (10)			18,442	
5087	5 91		16	32	St.	7	Li.	2	Asp. (3, 7, 10)			55,432	
5088	1 53		16	28	Gn.	3	Gn.	3	Asp. (3)			14,000	
5089	2 70		16	28, 32	Li.	15	Li.	3	Asp. (10)			25,323	
	1 85		16	28, 32	Li.	3	Li.	3	Asp. (10)			17,367	
5090	4 47		16	32	Li.	4	Li.	3	Asp. (3)			43,038	
5091	1 06		18-35	35, 39	S Con. (d) (10)	5	Bitu.	2				14,294	
5092	4 15		16	28, 35	Set.	3	Set.	3	Asp. (10)			39,964	
5093													
5094	2 50		16	32	App. St.	6	App. St.	3	Asp. (10)			23,472	
5095	1 33		16	26, 30	Set.	3	Gn.	3	Asp. (10)			12,454	
5096	0 25		16	26, 32	Li.	3	Li.					2,347	
5096	2 82		16	26, 32	Li.	3	Li.	3	Ber. (1)			26,433	
5097	1 06		16	32	App. St.	3	Li.	3	Asp. (10)			9,968	
5098	1 14		16-40	28, 40	Li.	3	Gn.	3	Asp. (10)			15,336	
5099	0 36		12-32	32	S Con. (d) (3)	5	Br. (25)	4				5,121	
	0 77		14-30	26-44	S Con. (d) (20)	5	Br. (17, 24)†	4				19,447	
5100	0 03		14-30	26-44	Grr. Con. (g) (20)	5	Med. Blk.					1,283	
	2 61		14-30	26-44	Sub. 7", Li. 2"	9	Sy.	1	Asp. (3) (10)			23,962	

* See Appendix B, list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 -- (*Continued*)

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	Miles		Width of movement	Width of roadway	MATERIALS USED IN CONSTRUCTION				Total	
	Accepted	Under contract								
5101	0.74		16	32-30	Li.	3	Asp. (10)		13,000	
	1.29		10-20	31-30	Li.	3	Asp. (10)		13,000	
	0.02		5	34	Li.	3	Asp. (10)		50	
5102	6.52		16	28	Li.	3	Asp. (3) (10)		61,131	
5103	5.20		16	28-32	App. St.	3	Asp. (7, 10)		50,000	
5104	5.65		16	30	App. St.	3	Sc., water	Asp. (7, 10)	10,000	
5105	1.17		14-16	20-34	S Con. (d) (3, 3)	5	Br. (17)		2,000	
	0.28		16	26	App. St.	3	Sy.	Asp. (1)	11,000	
5106	2.46		16	28-32	Tr.	3	Tr.	Asp. (10)	23,796	
5107	0.02		16	25, 26	S Con. (8)	5	Br. (25)		101	
	0.38		16	25, 26	Tr.	3	Tr.	Asp. (10)	3,516	
5108	0.40		14	26	Set.	3	Set.	Bar. (1)	3,304	
5109	4.79		16	23-32	Li.	3	Li.	Bar. (1)	44,054	
	0.57		16	26-32	Grv.	3	Grv.	Asp. (10)	5,070	
5110	1.03		16	26-32	Grv.	3	Grv.	Gla. HO. (10)	9,770	
	3.71		16	26-32	Sub.†	6	Grv.	Gla. HO. (10)	34,000	
5111	7.51		16	32	Grv. Con. (h)	5		HO. (10) Sn.	70,000	
5112	2.50		16	32	Tr.	3	Grv.	Asp. (1)	23,055	
5113	1.33		16	26-32	Qrs.	3	Li.	Asp. (10)	12,462	
	2.34		16	26-32	Qrs.	3	Qrs.	Asp. (10)	23,005	
5114	3.82		16	26	App. St.	3	Li.† Set.	Asp. (10)	35,000	
5115	0.37		16	22	App. St.	3	Sy., Gn.	Asp. (10)	67,065	
5116	0.82		16	20	Grv.	3	Sy., Gn.	Asp. (10)	7,001	
5117	6.00		16	22-28	App. St.	3	App. St.	Trn. (1)	54,230	
5118	2.34		16	32	App. St.	3	Set. or Grn.	Bar. (1)	21,024	
5119	3.34		16	26	Li.	3	Li.	Asp. (10)	20,412	
5120	3.31		14-16	26, 30	Li.	3	Li.	Asp. (10)	20,316	
5121	6.88		14-16	26	App. St.	3	Li.	Asp. (3)	57,072	
5122	3.24		16	28	App. St.	3	Li.	Asp. (3)	20,456	
5123	4.06		16-22	26-32	App. St.	3	App. St.	Asp. (10)	23,700	
5124	4.25		16	26	Dol. Sub	6	Dol.	Asp. (10)	77,360	
5125	4.00		16	26, 28	Li.	3	Li.	Asp. (10)	31,000	
5126	2.24		14, 16	26	App. St.	3	Li.	Asp. (10)	20,716	
5127	3.48		16-20	28-30	Sub	7	Li.	Asp. (10)	27,136	
5128	2.68		16	30, 32	Sub	6	App. St.	Asp. (3)	43,154	
5129	4.50		16	28	App. St.	3	Li.	Asp. (10)	6,000	
5130	1.08		16	26	S Con. (d) (10)	5	Bitu.		12,770	
5131	0.75		16	32	App. St.	3	App. St.	Asp. (3)	4,343	
	0.45		16	32	App. St.	3	App. St.	Asp. (3)	4,343	
5132	1.37		21-29	21-38	S Con. (d) (8, 9, 10)	5	Br. (20)		10,029	
	4.91		16	24	App. St.	3	App. St.	Bar. (1)	44,706	
5133	0.57		16	24	Sub.	6	App. St.	Bar. (1)	5,363	
5134	3.59		16	28, 30	Li.	3	Li.	Asp. (3)	33,773	
5135	3.05		16	26	App. St.	3	App. St.	Asp. (10)	20,000	
	2.17		16	28	Sub. 6", Set. 3"	9	App. St.	Asp. (10)	20,400	
5136	2.89		16	32	Lo. St.	3	Li.	Asp. (10)	27,348	
5137	8.83		16	26, 32	App. St.	3	Li.	Asp. (3)	62,053	
5138	1.34		16	26	App. St.	3	Li.	Asp. (1)	12,777	
	5.33		16	26, 28	Grv.	4	Grv.	Sc., water	HO. (3, 4) Gla.	60,000
5139	2.10		16	26, 28	Grv.	3	Grv.	Sc., water	HO. (3, 4) Gla.	10,000
	0.51		16	28	App. St.	3	App. St.	Sc., water	HO. (3, 4) Gla.	4,796
	3.10		16	28-32	Sub.	6	Li.	Asp. (10)	20,000	
5140	1.25		16	29-32	Flid. 4, App. St. 3	6	Li.	Asp. (10)	11,234	
	0.89		16	28-32	App. St.	3	Li.	Asp. (10)	5,366	
5141	2.15		14	26	Li.	3	Li.	Asp. (3)	17,676	
5142	4.05		16	22, 32	App. St.	3	Li.	Asp. (3)	26,043	
5143	3.03		14	26	Li.	3	Li.	Asp. (10)	41,000	
5144	3.31		16	28	App. St.	3	Set.	Asp. (2) (10)	31,000	
5145	4.44		16	24, 32	App. St.	3	Li.	Asp. (3)	40,000	
5146	3.34		16	26	App. St.	3	App. St.	Asp. (10)	21,000	
5147	3.02		16	26	App. St.	3	App. St.	Asp. (10)	24,000	
5148	3.08		16	21, 26	Sub.	6	App. St.	Asp.† (10)	21,000	
5149	4.17		16	26	Sub.	6	App. St.	Asp. (10)	20,000	
5150	3.66		16	26	App. St.	3	App. St.	Asp. (10)	24,716	

* See Appendix B, list by counties.

† Changed from original plans.

‡ Items combined and let as one contract

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAYMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16' - 20' highway	Total	State's share				Year resurfaced	Miles	Type		
0.75	0.646	10,718	826,732 55	823,771 16	5/ 1/11	100	1/23/12			Oiled.....	Cayuga	5101
1.67	0.733	12,006										
0.81	0.510	9,441										
6.52	0.753	10,370	87,533 43	87,533 43	4/29/11	100	12/26/11			Oiled.....	Clinton	5102
9.69					4/26/11	100	12/ 3/12			Oiled.....	Colum	5103
1.16												5104
0.31	2 100	16	26,390 03	26,390 02	5/ 3/11	100	9/10/12	1915	0 06	St. Blk. . .	Herk	5105
1.17	0.757	11										
2.46	0.971	10	29,511 25	29,511 25	4/27/11	100	3/18/12	1916	1.17	F Con. . .	Nassau	5106
0.02	2.194	10	8,680 09	8,680 09	4/28/11	100	3/ 2/12				Reese	5107
0.28	0.734	10										
0.36	0.805	10	6,245 14	6,245 14	5/ 1/11	100	9/10/12			Oiled.....	Reese	5108
4.79	0.801	10	55,602 23	55,602 23	4/25/11	100	12/30/11			Oiled.....	Mont	5109
0.58	0.621	15										
1.04	0.532	10	57,488 69	57,488 69	4/29/11	100	5/31/12	1916	5 31	2" Bit. Mac..	Schenec	5110
2.73	0.701	10										
7.51	0.571	10	100,924 06	100,924 06	5/ 3/11	100	9/10/12	1914	1 90	Bit. Mac. M.M.	Suffolk	5111
2.50	1.094	10						1915	4 09	Bit. Mac. . .	Suffolk	5112
1.23	0.704	15	35,837 55	35,837 55	5/ 5/11	100	8/19/12			Oiled.....	Wash	5113
2.34	0.641	75										
2.82	0.724	10	50,614 37	50,614 37	4/29/11	100	12/14/11				Ulster	5114
9.37	0.761	10	109,859 82	109,859 82	5/ 3/11	100	7/ 2/12			Oiled.....	St. Law	5115
0.22	0.494	18									St. Law	5116
8.00	0.871	10	110,400 00	110,400 00	4/28/11	100	6/14/12			Oiled.....	Essex	5117
2.24	0.697	10,880	24,276 98	24,276 98	5/ 1/11	100	12/26/11			Oiled.....	Orleans	5118
2.34	0.719	10,110	32,759 20	32,759 20	5/ 5/11	100	2/21/12				Jeffers	5119
2.44	0.790	11,600	39,073 59	35,981 27	5/ 5/11	100	12/ 7/11			Oiled.....	Madison	5120
8.18	0.831	11,780	75,542 64	75,542 64	5/10/11	100	12/17/12				Chem	5121
2.34	0.944	12,160	39,404 81	39,404 81	5/10/11	100	11/19/12			Oiled.....	Tomp	5122
4.12	0.674	11,350	46,884 88	44,404 34	5/ 5/11	100	8/15/12			Oiled.....	Mont	5123
8.26	0.938	12,820	124,512 00	124,512 00	5/ 3/11	100	10/28/15				Mont	5124
											Mont	5125
2.34	0.774	13,000	31,125 53	31,125 53	5/ 1/11	100				Oiled.....	Mont	5126
2.06	0.768	9,490	30,010 87	30,010 87	5/ 5/11	100					Wayne	5127
2.89	0.978	14,000	39,427 88	36,907 88	6/16/11	100					Yates	5128
4.50	0.994	11,680	52,565 06	52,565 06	6/13/11	100				Oiled.....	Allegany	5129
1.08	0.902	10,430	10,891 44	10,891 44	6/17/11	100		1916	1 04	Bit. Mac	Steuben	5130
1.30	2.245	32,845	48,849 09	27,716 40	4/24/12	100				Oiled.....	Oneida	5131
0.45	0.986	22,025										
2.09	2 072	25,340	48,180 80	22,421 62	6/17/11	100					Schenec	5132
4.38	0.970	15,190	84,047 91	84,047 91	6/15/11	100				Oiled.....	Hamilt.	5133
0.57	0.906	15,520										
2.59	0.861	14,880	53,771 68	53,771 68	6/16/11	100				Oiled.....	Wyom.	5134
2.05	0.828	12,202	65,480 48	65,480 48	6/13/11	100					Dutchess	5135
2.17	1 110	15,713										
2.89	0.641	10,050	29,030 78	29,030 78	6/20/11	100				Oiled.....	Genesee	5136
8.33	0.922	13,130	115,906 17	115,906 17	6/17/11	100		1916	6 21	Oiled.....	Cattaraugus	5137
								1916	2 62	8" Bit. Mac..		
1.36	0.817	12,000	17,682 65	17,682 65	6/12/11	100					Otsago	5138
5.33	0.824	10,870										
2.10	0.842	12,690	86,380 78	86,380 78	6/15/11	100				Oiled.....	Oneida	5139
9.51	0.730	19,879										
2.10	0.703	10,720										
1.26	0.791	11,545	60,255 73	60,255 73	6/15/11	100					Jeffers	5140
0.89	0.721	10,800										
1.98	0.868	12,780	27,332 79	27,332 79	6/16/11	100	12/17/12			Oiled.....	Cortland	5141
4.06	0.757	11,140	45,108 16	45,108 16	6/13/11	100	7/24/12			Oiled.....	Livingston	5142
4.39	0.968	14,195	65,819 65	65,819 65	6/14/11	100	12/27/12			Oiled.....	Onondaga	5143
3.31	0.630	13,680	45,970 67	45,970 67	6/17/11	100	7/17/12				Orange	5144
4.44	0.571	9,990	44,332 96	44,332 96	6/20/11	100	12/17/12			Oiled.....	Genesee	5145
3.34	0.630	17,300	57,459 01	57,459 01	6/15/11	100	1/ 6/14			Oiled.....	West	5146
2.02	0.606	19,250	69,679 19	69,679 19	6/17/11	100	12/27/12				West	5147
											Putnam	
3.89	0.808	12,730	50,712 12	50,712 12	6/14/11	100	12/17/12			Oiled.....	Broome	5148
4.17	0.897	11,830	49,308 69	49,308 69	12/ 1/11	100	12/27/12				Putnam	5149
3.86	0.634	13,555	49,978 56	49,978 56	6/12/11	100	12/26/11				Dutchess	5150

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION										Square yards of pavement
5151	5.30		16	28											48,841
5152	0.20		16	24											2,748
5153	4.26		16	28											40,185
	0.35		24	32											4,907
5154	1.89		16	28											17,773
	2.97		16	28											27,900
*5155	5.37		16-25	32-35											80,730
5156	4.38		16	28											41,004
	0.80		14	31	8 Con. (9)	5	Br. (28)	4							7,209
5157	4.67		16	22, 32	Sub	15	App. St.	3	Asp. (10)						43,543
	1.14		16	26	App. St.	3	App. St.	3	Asp. (10)						10,692
5158	6.50		16	22-26	Sub	6	App. St.	3	Bar. (1)						61,866
5159	0.17		17 1/2	17 1/2	8 Con. (1)	5	Wd. Blk.	4							601
			16	26	Dol.	4	Dol.	3	Asp. (1)						1,013
5160	0.83		21, 39	48	Grv. Con(d)(16)	5	Br. (11)	4							9,091
	1.23		16	24, 32	App. St.	3	App. St.	3	Asp. (10)						11,633
	1.40		24	24	8 Con. (d) (h)										
5161	0.11		40-50	40-50	8 Con. (d) (h)	5	Bitu.	2							14,239
					(9, 10, 15)										
5162	0.05		16-1		8 Con. (h)(3)	5	Brick (2)	4							1,661
	1.86				App. St.	3	Br. (11)	4							1,821
5163	0.41				App. St.	3	App. St.	3	Asp. (10)						17,495
5164	3.69				App. St.	14	App. St.	3	Asp., HO. (10)						4,200
5165	2.16				Con. (4, 16)	5	Br. (10)	4							34,830
5166	3.87				St.	3	Tr.	3	Asp. (10)						20,200
5167	8.64		14,		App. St.	6	App. St.	3	Asp., HO. (10)						26,340
5168	5.34				App. St.	6	App. St.	3	So., HO. (10)						72,108
5169	3.57				Grv.	7	HO. (10)	1	HO. (10)						50,500
5170	1.35		20-		Tr.	3	Asp. (10)	3	Asp. (10)						23,500
5171	11.95				8 Con. (h)(8)	5	Bitu.	2							17,493
5172	2.92				App. St.	4	App. St.	2	Asp. (3)						18,907
5173	1.53				Con. (4, 16)	5	Br. (10)	4							27,564
	3.43					10 1/2	App. St.	3	So., water	So., Trn. (1)					14,373
						6	App. St.	3	So., water	So., Trn. (1)					22,148
5174	2.40					6	Li.	2	So., water	LI. HO. (3)					32,868
	1.01		16-		Con(d)(16)	5	Br. (25)	4							14,835
					Con(d)(16)	5	H. Br. (25)	4							1,154
5175	0.41		16,		App. St.	6	App. St.	3	Asp. (7)						3,545
					App. St.	6	App. St.	3	Asp. (7)						327
5176	2.18		16	28	Sub.	6	App. St.	3	Asp. (1)						20,410
5177	3.64		16	26-28	Set.	3	Set.	3	Trn. (17)						34,133
5178	1.74		16	26	Lo. St.	3	Lo. St.	3	Asp. (10)	HO. (10)†					16,370
	0.46		16	26	Lo. St.	3	Lo. St.	3	Asp. (10)						4,267
5179		6.77	16	21-26	Grv. Con. (d)	6	Gn.	3	H. C. T. (17)						63,900
5179A					(8, 9)										
5180	5.29		16	22-26	Sub.	6	App. St.	3	Bar.	Trn. (1)					50,629
5181	4.00		16	28	Sub.	6	App. St.	3	Asp.						37,513
5182	5.38		16	22, 26	Sub.	6	App. St.	3	Bar.						50,631
5183	1.37		16	26, 32	Sub.	6	App. St.	3	Bar.	Trn. (1)					12,871
	2.33		16	26, 32	App. St.	4 1/2	App. St.	3	Bar.	Trn. (1)					21,890
5184	2.54		16	26	Sub.	6	App. St.	3	Bar.	Trn. (1)					23,642
5185	6.58		16	26, 28	Sub.	7	App. St.	3	Bar.						61,776
5186	6.33		16	26	Sub.	6	App. St.	3	Bar.						59,472
5187	5.68		16	26	Sub.	6	App. St.	3	Bar.						53,330
5188	4.63		16	26	Sub.	6	App. St.	14 1/2	Bar.						43,496
5189	8.43		16	26	Sub.	6	Grn. Gn.	4	Asp.	So.					79,134
5190	1.06		16	28	Sub.	6	Li.	3	Asp.						10,424
5191	6.89		16	26, 32	Li.	4	Li.	3	Asp.						65,891
5192	0.16		14	15, 24	App. St.	3	App. St.	3	Asp.						1,346
	0.08		14	15, 24	App. St.		App. St.	3 1/2	Asp.						653
5193	2.84		16	28	8 Con. (16)	5	Br. (25)	4							26,453
5194	1.11		16	26	App. St.	6	App. St.	3	Asp. (1)						10,419
5195	5.05		16	26	Sub.	6	App. St.	3	So., water	HO. (10)					41,512
5196	0.67		16	26	Grv. Con(h)(10)	5	Tr.	1		T.(17)HO.(3)					4,469
5197	1.79		16	26-32	Old Mac.		Set.	3	Asp. (3)						16,509

* See Appendix B, list by counties.

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	PERMANENT PAYMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share		Year resurfaced	Miles	Type		
5.20	0.809	12,500	865,320 15	865,320 15	12/ 5/11			Oiled	Chautau	5151
0.20	0.759	28,940	8,392 92	8,392 92	6/14/11				Jeffers...	5152
4.28	0.840	11,500	54,325 79	52,814 96	6/15/11			Oiled	Onondaga	5153
0.63	0.809	11,185								
1.69	0.629	11,280	54,632 92	54,632 92	6/13/11				Dutchess	5154
2.97	0.633	11,280								
5.40	1.070	16,096			6/12/11				Albany..	*5155
4.36	0.680	15,790	68,874 90	68,874 90	12/11/11				Putnam	5156
0.77	2.345	28,050								
4.67	0.788	13,185	96,245 54	96,245 54	6/20/11			Oiled	Warren	5157
1.14	0.630	11,860								
6.50	0.736	12,240	79,579 06	79,579 06	12/ 5/11			Oiled	Warren	5158
0.06	5.033	62,027	6,214 47	6,214 47	6/22/11				Herk...	5159
0.11	0.891	23,141								
0.63	1.996	23,675	29,965 64	22,485 64	12/ 5/11				Schuyler	5160
1.24	0.878	13,180								
1.52	2.064	35,318	59,009 50	48,064 80	4/23/12				Herk...	5161
0.18	1.607	20,842								
0.19	1.975	21,800	25,306 17	22,104 04	12/ 5/11			Oiled	Chem...	5162
1.66	0.886	11,580								
0.41	1.000	19,360	7,936 59	7,936 59	4/26/12				Renss...	5163
3.69	2.285	26,180	96,536 21	96,536 21	12/ 5/11				Niagara	5164
2.16	0.881	30,920	66,785 50	66,785 50				Oiled	Rock...	5165
3.87	0.709	14,330	55,442 19	55,442 19					Greene...	5166
7.68	0.634	14,610	118,096 11	118,096 11					Dela...	5167
5.24	0		44,418 19	44,418 19		1916	1.20	24" Bl. Mac.	Tioga...	5168
3.57	0		48,861 15	48,861 15					Ulster...	5169
1.96	2		59,463 74	38,936 98					Herk...	5170
1.95	0		30,746 53	30,746 53				Oiled	Orwego	5171
2.92	1		84,648 67	84,648 67					Erie...	5172
1.53	0		75,273 83	75,273 83					Ulster...	5173
3.42	0									
2.49	0									
1.88	1		92,397 55	71,558 02					Cattaraugus	5174
0.12	1								Allegany	5174
0.88	0		7,906 37	7,906 37					Jeffers...	5175
0.03	0									
3.18	0		41,546 98	41,546 98					Oranget...	5176
3.64	4		54,824 45	50,994 89					Ulster...	5176
1.74	0		30,828 39	30,828 39					Ulster...	5177
0.46	0								Dela...	5177
6.77	1		122,416 88						Rock...	5178
5.39	0		71,497 41	71,497 41				Oiled	Essex {	5179
4.03	0		50,451 56	50,451 56				Oiled	Essex...	5179A
5.23	0		56,856 77	56,856 77				Oiled	Essex...	5180
1.37	0		40,860 22	40,860 22				Oiled	Essex...	5181
2.23	0							Oiled	Essex...	5182
2.54	0		26,850 79	26,850 79				Oiled	Essex...	5183
6.56	0		85,697 51	85,697 51				Oiled	Warren...	5184
6.33	0		102,785 67	102,785 67				Oiled	Essex...	5185
5.69	0.864	15,500	88,046 88	88,046 88				Oiled	Essex...	5186
4.98	0.945	15,040	69,631 21	69,631 21				Oiled	Essex...	5187
3.43	3.270	13,188	111,285 88	111,285 88				Oiled	Essex...	5188
1.06	0.849	16,780	17,791 15	17,791 15	12/12/11			Oiled	Hamilton	5189
6.90	0.717	10,748	76,174 49	76,174 49	12/ 8/11			Oiled	Tomp...	5190
0.14	0.700	62,080	12,198 11	12,198 11	12/ 6/11			Oiled	Clinton	5191
0.07	0.515	60,290							Ulster...	5192
2.34	2.049	24,660	70,046 58	70,046 58	4/24/12				Erie...	5193
1.11	0.921	12,100	13,429 77	13,429 77	6/13/12			Oiled	Fulton...	5194
5.05	1.180	17,909	87,803 93	87,803 93	5/ 8/12			Oiled	Scho...	5195
0.67	0.934	12,130	8,127 05	8,127 05	6/11/12			Oiled	Renss...	5196
1.79	0.564	8,614	15,787 97	15,787 97	9/23/12				Clinton	5197

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 10' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
4.62	0.732	12,010	\$55,505 40	\$55,505 40	6/12/12	100	11/26/13	.....	.....	.....	Greene..	5198
8.25	0.624	10,530	86,833 82	86,833 32	9/18/12	100	12/15/13	.....	.....	.....	Clinton..	5199
6.16	1.710	23,203	141,245 70	131,668 55	5/ 7/12	100	10/ 6/13	.....	.....	.....	Broome..	5200
1.39	1.794	31,830	59,590 46	39,674 11	4/24/12	100	1/15/14	.....	.....	.....	Chen...	5201
0.58	2.111	34,790									Chautau	
3.02	0.965	17,005	43,482 77	26,192 51	4/25/12	100	1/24/13	.....	.....	Oiled.....	Otsego..	5202
9.80	0.946	.....	.....	.....	4/24/12	100	12/31/12	.....	.....	.....	.....	5203
1.97	0.523	7,243	61,551 96	61,551 96	5/ 9/12	100	1/23/13	.....	.....	Oiled.....	Steuben.	5204
2.55	0.950	11,294										
1.26	0.735	9,238	65,690 96	65,690 96	4/26/12	100	12/31/12	.....	.....	.....	Saratoga	5205
0.55	0.963	11,311										
4.98	0.951	12,872	43,368 44	41,500 00	4/25/12	100	11/26/12	.....	.....	.....	Tomp...	5206
1.64	2.050	26,456	69,061 69	69,061 69	6/21/12	100	10/14/14	.....	.....	Oiled.....	Chem...	5207
5.47	0.782	12,629	145,536 30	145,536 30	6/13/12	100	1/12/14	{ 1916	1.48	2 1/2" Bit. Mac...	Chem...	528
0.24	1.994	22,805										
10.13	0.918	12,705	.....	.....	.....	.....	.....	.....	.....	Oiled.....	Schuy...	
0.50	0.298	.....	62,363 17	62,363 17	4/26/12	100	11/26/12	.....	.....	.....	Herk....	5209
1.09	0.367	.....									
3.06	1.530	20,233	11,188 57	11,188 57	5/ 9/12	100	2/ 8/14	.....	.....	.....	Orange..	5210
6.12	0.876	14,410	5,525 65	5,525 65	4/ 3/14	100	7/ 8/14	.....	.....	.....	Orange..	5210A
0.48	0.887	11,510	2,223 10	2,223 10	8/19/14	100	12/ 7/14	.....	.....	.....	Orange..	5210B
0.15	0.978	12,050	108,743 74	108,743 74	5/ 1/12	100	5/21/14	.....	.....	Oiled.....	Steuben.	5211
0.08	1.082	13,030										
0.37	1.940	25,833	40,389 82	40,389 32	4/27/12	100	1/23/13	1915	3.94	Bit. Mac. 2 1/2"	Steuben.	5212
7.53	0.604	12,798	59,296 79	59,296 79	4/20/12	100	12/17/12	.....	.....	Oiled.....	Tomp...	5213
2.44	0.571	10,138										
1.50	0.606	10,474	75,047 38	75,047 38	4/24/12	100	12/23/13	.....	.....	Oiled.....	Tomp...	5214
2.23	1.030	12,963										
0.77	1.380	16,217	110,536 93	110,536 93	6/13/12	100	4/27/15	.....	.....	Oiled.....	Tioga...	5215
1.34	1.080	13,358	16,899 85	16,899 85	4/24/12	100	12/17/12	.....	.....	Oiled.....	Chen....	5216
5.09	0.895	14,743										
0.72	0.666	10,311	18,978 31	18,978 31	9/17/12	100	.....	.....	.....	.....	Chautau	*5217
1.07	0.908	15,343	115,000 00	115,000 00	11/ 2/14	78	.....	.....	.....	.....	Chautau	5217A
1.13	0.617	16,290										
5.81	1.217	15,325	55,983 26	55,983 26	6/17/12	100	12/10/13	.....	.....	Oiled.....	Chem...	5218
0.42	1.343	16,510										
0.59	1.593	18,860	104,404 80	56,726 22	4/23/12	100	11/18/14	.....	.....	.....	Herk....	5219
4.27	0.655	13,209	142,509 00	115,000 00	5/ 3/12	100	8/ 4/13	.....	.....	.....	Niagara..	5220
3.75	2.220	31,524	69,064 63	69,064 63	4/23/12	100	7/ 2/13	.....	.....	Oiled.....	Oswego..	5221
4.89	2.150	29,291	73,751 60	73,751 60	5/ 3/12	100	10/15/13	.....	.....	.....	Renss...	5222
2.08	1.090	12,888										
2.61	1.390	15,745	151,547 76	151,547 76	5/ 1/12	100	6/23/15	1915	8.54	Bit. Mac. 2 1/2"	Sullivan.	5223
5.53	0.743	12,314										
0.40	0.943	14,232	99,930 08	99,930 08	4/17/12	100	1/23/13	.....	.....	Oiled.....	Steuben.	5224
8.54	1.220	17,743	15,899 80	15,899 80	4/30/12	100	10/ 6/13	.....	.....	Oiled.....	Tomp...	5225
8.85	0.815	10,940	94,998 63	94,998 63	4/25/12	100	9/11/14	.....	.....	Oiled.....	West....	5226
0.53	0.993	30,000	73,135 15	73,135 15	5/ 1/12	100	10/30/13	.....	.....	.....	Warren..	5227
3.67	0.907	13,385										
3.34	0.856	12,885	26,913 32	23,404 79	10/17/12	100	1/ 4/14	.....	.....	.....	Clinton..	5228
4.58	0.760	16,125	72,272 35	72,272 35	3/ 7/14	100	2/19/15	.....	.....	Oiled.....	Otsego..	5229
0.25	0.902	11,995										
2.12	0.784	10,885	84,621 48	84,621 48	6/14/12	100	1/ 2/15	.....	.....	Oiled.....	Saratoga	5230
4.71	0.770	15,368	61,020 66	55,252 96	6/26/12	100	12/27/12	.....	.....	Oiled.....	West....	5231
4.38	0.734	11,372										
2.33	0.930	13,198	10,302 86	10,302 86	10/30/12	.....	.....	.....	.....	.....	Suffolk..	*5232
3.31	1.000	12,774										
2.54	0.554	8,374	222,000 00	222,000 00	5/16/14	98	.....	.....	.....	.....	Suffolk..	5232A
10.31	1.390	19,210	45,462 52	45,462 52	6/17/12	100	12/23/13	.....	.....	Oiled.....	Suffolk..	5232
1.28	1.800	23,060										
.....	.....	.....	116,442 08	116,442 08	{ 6/17/12 3/23/15	{ .. .....	.....	.....	.....	.....	Sullivan.	*5234
2.81	0.652	12,896										
0.58	0.981	15,902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.28	0.711	14,780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
5234A		0.39 0.19 7.86	14	26	Sst.	3	Sst.	3	Asp. (10)	Tr., CO.	3,309
			14	26	Old Mac., Sst.	3	Sst.	3	Asp. (10)	Tr., CO.	1,556
			14	26	Old Mac.					Tr., CO.	64,558
5235	3.12		16	26	Sub.	6	App. St.	3	Asp. (10)		29,263
	0.57		16	26	Grv. 6", Fld. 6"	12	App. St.	3	Asp. (10)		5,376
5236	6.06		16	22-26	S Con. (d) (9,10)	6				HO(10) T(17)	57,082
5237	4.23		16	26-30	S Con. (d) (8)	6				HO(10) T(17)	39,716
5238	6.21		16	22-26	Sub.	6	App. St.	3	Asp. (7)		8,276
5239	6.18		16	26-32	Sub. 6" App. St. 6"	12	App. St.	3	Asp. (1)		57,973
*5240											
5240A			16	26	Li.	4½	Li.	3	Sc., water		53,339
5240	5.68		16	26	Li.	4½	Li.	3	Sc., water		53,339
5240A											
*5241			16	26	Sub.	6	App. St.	1	HO. (10)		29,454
5241A	3.16		16	28	Old Mac. Lo. St	2	Li.	3	Sc., water	L. C. T (17)	29,634
5241											
5241A											
*5242	3.22		16	26	Sub. (puddled).	6	App. St.	1	Sc., water	Glu., Trn (1)	30,250
			16	26	Sub.	6					7,632
*5243			16	26	Sub.	6	Lo. St.	3	Ber. (1)		38,242
			14	26	Sub.	6	Br.	4			1,565
			16	26	Sub.	6	Tr.	3	Ber. (1)		99
5243A			16	28		6	Li.	3	Asp. (10)		7,683
			16	28	Sst.	4½	Li.	3	Asp. (10)		36,357
			14	26	Brick repairs.						36
5243B			16	26			Tr.	2	Asp. (11)		8,670
			16	26			Tr.	1	HO. (11)		29,401
5243											
5243A											
5243B											
†5244	7.66		14-16	26-28	Grv.	6	App. St.	3	T. (17)		63,796
	3.86		14-16	26-28	Grv. 6", Grv. 6"	12	App. St.	3	T. (17)		32,279
*5245											
5245A		5.96	16	32			F Con. (16)	6			59,400
5245											
5245A											
5246	6.50		14	22½-24	Sub.	8	App. St.	3	Asp. (10)		53,417
*5247											
			16	26	Li.	4½	Li.	3	Sc., water		42,214
5247A			16-34	21-34	Li.	4½	Li.	3	Asp. (10)		12,264
			16	26	Sub.	8	Li.	3	Sc., water		63,550
5247	4.50		16	26	Li.	4½	Li.	3	Sc., water		42,214
5247A	0.99		16-34	21-34	Li.	4½	Li.	3	Asp. (10)		12,264
	6.71		16	26	Sub.	8	Li.	3	Sc., water		63,550
5248	18.00		16	26	App. St.	3	App. St.	3	Asp. (17)		169,004
5249	2.62		16	30	Grv. Con. (h) (6)	6				T. (17)	24,633
	2.22		16	30	Grv. 6" Grv. Con. (h) (6)	6				T. (17)	20,830
5250	7.00		16	30	Sub.	6	H Con (10)	5-P			67,000
5251	4.25		16	26-30	Grv. Con. (h) (1)	6				Doly.	40,025
5252	7.37		14	28	S Con (17)	6				T. (16), HO (3, 4)	60,726
*5253			16	26	Sub. (puddled).	6			Sc., water	Glutrin.	
5253A											
5253B			16	26			Slag.	3	Sc., water		
5253C			14	24-26	Sub.	6	Slag.	3	Li., Sc., water.		
			16	26			F. Con. (a) (5)	5			
5253D										Slag. T. (17)	
			16	26							
5253E	5.50		14	26	Sub.	6	Slag.	3	Sc., water		
			16	26	Sub.	6	Grv.	3	Sc., water	C. T. (17)	45,199
			16	26	Sub.	6			Sc., water	Glu.	
			16	26	Sub.	6	Sl.	3	Sc., water		
			16	26	Sub.	6	Sl.	3	Sc., water		
5253			16	26	Sub.	6	F Con.	5			
			16	26	Sub.	8	App. St.	3	Sc., water	C. T. ()	
			14	24-26	Sub.	6	Sl.	3	Li., Sc., water.		
			16	26	Sub.	6			Sc., water	Sl. T. ()	

* See Appendix B, list by counties.

† Changed from original plans.

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Equivalent 18' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 18'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
0.34	1.067	16,350	\$65,200 00	\$65,200 00	4/ 1/16	48					Sullivan.	5234A
0.17	0.575	11,830										
0.88	0.104	7,310										
3.12	0.857	14,366	55,272 67	55,272 67	6/12/12	100	10/30/13			Oiled.....	Essex...	5235
0.57	1.270	18,335										
6.06	0.736	14,458										
4.23	1.050	13,884	87,550 49	87,550 49	6/11/12	100	4/21/14				Essex...	5236
6.21	0.778	14,076	58,727 07	55,927 61	6/11/12	100	11/29/13				Albany..	5237
6.18	0.828	16,675	92,821 94	92,821 94	6/12/12	100	10/15/13				Essex...	5238
5.68	0.796	10,450	97,229 79	97,229 79	6/12/12	100	12/23/14			Oiled.....	Essex...	5239
3.14	0.534	9,398	18,523 65	18,523 65	6/13/12	100					Otsego..	*5240
3.16	0.694	12,571	59,383 57	59,383 57	5/15/14	100	8/17/15			Oiled.....	Otsego..	5240A
			77,907 22	77,907 22							Otsego..	5240
											Otsego..	5240A
											Broome..	*5241
											Broome..	5241A
												5241
												5241A
3.22	0.589	10,129			6/12/12	100	4/ 4/16				Broome..	*5242
0.81	0.375		70,168 84	70,168 84	6/14/12						Broome..	*5243
4.07	1.086											
0.17	1.929											
0.01	1.086				10/18/14	100	2/ 5/17				Broome..	5243A
0.82												
3.57												
0.04	1.600		24,283 35	24,283 35	10/17/14	100	10/28/15				Broome..	5243B
0.92	0.572											
3.13	0.136											
												5243
												5243A
												5243B
6.79	1.080	13,350	151,075 17	151,075 17	11/30/12	100	6/19/14			Oiled.....	Cayuga..	†5244
3.44	1.390	16,297										
			4,451 57	4,451 57	9/17/12						Chautau	*5245
6.82	1.257	16,070	102,700 00	102,700 00	11/ 2/14	58					Chautau	5245A
												5245
												5245A
5.69	0.851	17,808	106,588 50	105,210 54	4/ 2/14	100	6/ 4/15				Dela....	5246
			39,247 40	37,960 94	6/13/12						Otsego..	*5247
4.50	0.854	11,615	136,784 83	133,516 05	5/12/14	100	12/ 3/15					

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement	
	Accepted	Under contract			BOTTOM		TOP		Surfacing		
					Kind	Thickness	Kind	Thickness			Binder
5254	3.92		16	26	Sub.....	6	Grv.....	2½		CO. (10).....	36,976
†5255	3.09		16	28	Sub.....	6					29,056
	0.76		16	26	Sub.6" App.St.6"	12					7,094
5256	3.10		16	28	Sub.....	16	Set.....	3	Sc., water	HO. (10).....	29,119
5257	9.51		16	26	Sub.....	6	App. St.....	3	Sc., water	HO. (3, 7, 16).....	89,254
	0.20		30	30	Grv. Con. (d) (8)	5	Br. (10).....	4			3,702
*5258	1.40		16-47	25-47	Grv. Con. (1) (4)	5	Br. (15).....	4			18,553
5258A		4.75	16	26-32			F Con.....	6			44,756
		0.60	16-26	24-32	S Con. (i) (4, 5)	6	Br. (15).....	4			7,576
*5259	1.39		23-40	28-40	S Con. (4).....	5	Br. (9, 15).....	4			21,870
	1.17		12	32	S Con. (4).....	5				Sc., T. (17).....	8,281
5259A	4.29		16	32			F Con. (16).....	6			40,238
5260	3.01		16	30	Sub.....	8	App. St.....	3	Asp. (5, 7).....		28,266
5261	4.44		16	30	Sub.....	5	Li.....	3	Asp. (4).....		41,700
5262	2.15		16-38	30-38	Grv. Con. (g, h) (11).....	5	Br. (34).....	4			25,228
*5263											
5263A		5.38	16	32			F Con. (4).....	6			50,718
		0.13	16	32	App. St.....	5	App. St.....	3	Sc., water		1,177
5263											
5263A											
5264	4.50		16	32	Grv. Con. (h) (11).....	6				T. (17) HO. (3).....	42,292
*5265			24-32	32	Grv. Con. (1, 4).....	5	Br. (1, 14, 22).....	4			13,433
			16-20	32	Grv. Con. (1, 4).....	5				T. (17) HO. (17).....	31,709
5265A			20-44	20-44	S Con. (4, 11, 20, 22).....	6	Br. (1, 14, 22).....	4			19,031
	2.43		16, 20	32	Grv. Con. (h) (11).....	5				T. HO. (17).....	12,609
5265			24, 32	32	Grv. Con. (h) (11).....	5	Br. (1, 14, 22).....	4			13,433
5265A	0.95		20-44	20-44	Grv. Con. (h) (11).....	4	Br. (1, 14, 22).....	4			19,100
	0.93		16	28	App. St.....	3	Li.....	3	Sc., water	H. O. (10).....	32,800
	3.49		16	28	Fld. Sub.....	6	Li.....	3	Sc., water	H. O. (16).....	8,889
5266	0.51		16	28	Fld. 6, App. St. 3	9	Li.....	3	Sc., water	H. O. (10).....	4,800
	1.35		16	28	Fld. Sub.....	6	Grn.....	3	Asp. (1).....		12,622
	1.01		16	28	Fld. 6, App. St. 3	9	Grn.....	3	Asp. (1).....		9,511
5267	3.45		16	28	Fld. Sub.....	6	Li.....	3	Sc., water		79,360
5268	5.38		16	26	App. St.....	3	App. St.....	3	Asp. (1, 13).....		50,540
	0.63		16	26	Fld. 6, App. St. 3	9	App. St.....	3	Asp. (1, 13).....		5,885
5269	13.38		16	26	Fld. Sub.....	6	App. St.....	3	Asp. (1).....		125,100
5270	5.68		16-24	28-46	Li.....	3½	Li.....	2½	Asp. (1).....		55,592
	1.24		16	28	Fld. Sub.....	7	Li.....	3	Asp. (1).....		11,644
	1.34		16	28	Grv.....	4-7	Li.....	3	Asp. (7).....		12,546
5271	0.20		40-110	40-110	S Con. (1).....	6				T. (16) L. Sc.....	7,097
	2.23		45-16	28	Li.....	3	Li.....	3	Asp. (7).....		21,010
	1.73		16	23-28	Fld.....	6-7½	Li.....	3	Asp. (7).....		16,266
5272	4.26		12-16	22-30	Grv.....	4	Li.....	3	Asp. (1).....		33,228
†5273	6.30		16	32	Grv. Con. (h) (16)	6				Sc., T. (16, 17).....	59,090
	1.96		16	30	Gv. 6" S. Con. (10)	6	Sn., Sc.....	1½	T. (17), MM.....		18,420
	2.72		16	30	S Con. (d) (10)	6	Sn., Sc.....	1½	T. (17), MM.....		25,527
5274	1.99		16	26	Grv. 6" Grv. Con. (10).....	6	Sn., Sc.....	1½	T. (17), MM.....		18,672
	3.66		16	30	Grv. Con. (10).....	6	Sn., Sc.....	1½	T. (17), MM.....		34,362
5274A	0.18		16	22-24	App. St.....	4	App. St.....	3	Asp. (21).....		1,605
	5.16		16	30-32	App. St.....	4	App. St.....	2	Asp. (7).....		48,395
5275	2.72		16	30	Sub.6" App.St.4"	10	App. St.....	2	Asp. (7).....		25,530
	0.21		40-47	42-49	S Con. (d) (1).....	6	Br. (22).....	4			5,800
	0.03		40-47	42-49	S Con. (d) (1).....	6	St. Blk.....	4			1,075
†5276	5.11		16	30			H Con. (10).....	5½		T. (17) Sc.....	48,253
	1.06		16	30	H Con. (10).....	5	Br. (12).....	4			9,920
5277	0.31		39-44	42-47	Grv. Con. (g).....	5	Br. (7).....	4			5,785
	0.72		16	32-43½	Grv. Con. (g).....	6				†Dolarway	7,295
*5278			16	26	Grv. Con. (h) (3)	6				HO. (10).....	
	3.12						F Con. (a) (2).....	6			31,700
†5278A	0.21						Qrs.....	3	Sc., water	HC. T. (17).....	1,930
	0.33				App. St.....	3	Qrs.....	3	Sc., water	HC. T. (17).....	3,110
5278											
5278A											

* See Appendix B, list by counties.

† Changed from original plans.

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	Miles	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Squares yards of pavement
				BOTTOM		TOP		Surfacing	
				Kind	Thickness	Kind	Thickness		
5279	0.48	16	32	So. Grv. Con. (d) (16)	6	Br.	4		6.35
5280	1.57	16	32	So. Grv. Con. (d) (16)	6	App. St.	13	Asp. (3) MM	26.50
5281	1.77	16	28	Sub.	6	F Con. (14)	61-P		24.70
5282	6.88	16-44	30-44	8 Con. (16) 30)	5	App. St.	3	Asp. (1)	16.30
5283	18.91	14, 16	26	Sub.	6	Gr.	3	Asp. (1)	67.35
5284	11.66	14, 16	28, 30	Grv. Sub.	6	Gr.	3	Asp. (1, 7)	157.47
5285	14.90	14	28	Sub.	6	App. St.	3	Asp. (1, 7, 8)	131.30
5286	4.12	16	26	Fid. Sub.	6	App. St.	3	Sc., water	44.71
5286A	0.62	16	26	Fid. Sub.	6	Li.	3	Asp. (11)	2.57
5287	5.99	14	28	Fid. Sub.	6	App. St.	3	Sc., water	48.20
5288	2.47	12-32	30-40	8 Con. (d) (16)	5	Br. (9, 23, 27, 31)	4		41.40
5289	2.10	20	26			App. St.	3	Asp. (1)	21.00
5290	3.63	16	26	Sub.	8	App. St.	1	H. O. (10)	34.35
5290	7.01	16	30	Sub.	6	App. St.	3	Asp. (8) Ber. (1)	71.00
5291	1.75	22-40	24-40	Grv. Con. (h) (1, 24)	5	Br. (10)	4		27.11
5292	0.87	14	26	App. St.	3	App. St.	3	Asp. (1)	7.17
5293	6.01	16	22-32	Sub.	6	App. St.	3	Sc., water	56.45
5294	6.59	16	26	Sub.	6	App. St.	3	Sc., water	62.07
5295	0.41	32	32	Grv. Con. (d) (13)	5	Br. (23)	4		6.04
	3.97	16	24-32	Sub.	6	App. St.	3	Sc., water	37.20
5296	1.06	16-40	28-40	App. St.	3	App. St.	3	Asp. (1)	15.91
	0.29	40	40	8 Con. (d) (1, 24)	5	Br. (22)	4		6.00
5297	2.85	16	28	App. St.	3	App. St.	3	Asp. (7)	26.70
	1.09	16	28	Old Telford		App. St.	3	Asp. (7)	10.26
5298		16	28	8 Con. (3)	6				25.27
		16	28					T. (16)	25.27
5298A		16	28	App. St.	5	App. St.	3	T. (16)	28.90
		16	28	Sub. 6", Ap. St. 2"	8	App. St.	3	T. (16)	1.05
5298	4.16	16	28	8 Con.	6			T. (16)	25.27
5298A	0.19	16	28	App. St.	6	App. St.	3	T. (16)	35.94
	2.68	16	28	Sub. 6", Ap. St. 2"	8	App. St.	3	T. (16)	1.05
5299	0.72	20-55	32-55	Grv.	4	Grv.	24	Bar	11.90
	0.60	20-55	32-55	Sub. 17", Grv. 4"	16	Grv.	24	Bar	20.70
5300	1.04	16	32	Grv.	4	Grv.	24	Bar. (1)	12.40
5301									
5301A	12.78	16	32-40			F Con. (5, 6, 14, 15, 17)	6-P		122.05
		4	(Shoulders)			Grv.	3	Sc., water	21.00
5301	12.78	16	32-40			F Con. (5, 6, 14, 15, 17)	6-P		122.05
5301A		4	(Shoulders)			Grv.	3	Sc., water	21.00
5302	6.40	16-40	32-40	Grv. Con. (h) (11)	5			CO. (10)	65.20
5303	0.63	26-45	26-45	Grv. Con. (h) (10, 13)	5	Br. (31)	4	CO. (10)	10.03
5304	11.34	16	16-50	Sub.	6	App. St.	3	Asp. (1) Ber. (1)	107.70
5304A									
5305	1.70	16	28	Li.	51	Li.	3	Asp. (1)	16.00
	6.25	16	28	Li.	3	Li.	3	Asp. (1)	55.60
5306	6.82	16-32	32-48	Grv. Con. (a) (4)	5	Br. (20)	4		66.90
5307	7.79	16	28	Sub.	6	Li.	3	Bar. (1)	23.50
5308	2.51	16-24	32-38	Fid.	3	Fid.	3	Bar. (1)	27.14
		16-57	28-57	8 Con. (d) (11, 13, 15)	6	Bitu.	3		24.10
5309	1.80	20	30	8 Con. (d) (11, 13, 15)	8	Bitu.	2		57
5310	0.95	120, 22	26-30	App. St.	4	App. St.	3	Asp. (1), Trn. (1)	11.56
5311	4.92	16	24-26	Sub.	6	App. St.	3	Asp. (7)	46.20
5312		16-50	21-50	8 Con. (13)	5	Br. (18)	4		16.40
5312A		16	32	Sub.	6	Li. & Sl.	3	Asp. (2)	37.67
		16	32	Grv.	6	Li. & Sl.	2	Asp. (2)	7.21

* See Appendix B, list of counties.

† Changed from original plans.

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Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
0.66	2.168	24,955	138,592 05	138,592 05	6/17/12	100	12/26/13				Monroe..	5279
6.03	1.622	19,830										
1.57	1.191	31,370	33,900 00	33,900 00	7/20/15	10					Nassau..	5280
1.77	0.706	10,575	18,779 16	18,779 16	6/13/12	100	12/31/12			Oiled	Saratoga..	5281
6.17	0.933	12,417	89,135 39	85,687 88	6/13/12	100	10/28/14				Seneca..	5282
16.78	0.824	11,213	195,402 59	195,402 59	6/12/12	100	10/ 8/14			Oiled	St. Law..	5283
9.20	0.888	12,131	120,919 05	120,919 05	6/12/12	100	10/29/13			Oiled	St. Law..	†5284
12.93	0.950	12,480	170,484 74	170,484 74	6/12/12	100	1/ 5/14			Oiled	Frank...†	5284
4.12	0.583	10,849	48,517 86	48,517 86	9/17/12	100	2/ 3/15				St. Law..	5285
0.62	0.937	17,715	11,600 00		10/30/14						Scho....	*5286
5.24	0.812	12,465	69,239 05	69,239 05	6/12/12	100	12/24/14			Oiled	Scho....	5286A
											St. Law..	5287
4.41	2.837	28,639	142,530 98	73,753 82	6/27/12	100	5/12/14				St. Law..	5288
2.32	0.673	8,311										
3.65	0.656	14,353	52,386 87	52,386 87	6/21/12	100	10/ 6/13	1916	0.97	2½" Bit. Mac.	Tioga...	5289
7.01	0.770	13,360	93,625 91	93,625 91	6/12/12	100	1/ 7/14			Oiled	Chem...†	5289
2.89	2.014	36,790	86,033 41	47,025 06	6/12/12	100	1/ 8/13				Wayne..	5290
0.77	0.906	16,534	13,540 77	13,540 77	6/12/12	100	9/ 4/13			Oiled	Yates...	5291
6.01	0.736	11,119	67,246 72	67,246 72	6/30/12	100	10/23/13			Oiled	Cortland	5292
6.69	0.797	11,632	78,831 81	78,831 81	6/15/12	100	12/ 3/14			Oiled	Wash...	5293
0.86	2.130	26,668	82,677 03	67,874 08	7/ 1/12	100	11/ 4/14			Oiled	Tomp...	5294
3.97	0.905	15,604									Schuyler	5295
1.70	0.750	18,476	44,482 36	20,040 88	6/11/12	100	5/19/14			Oiled	Sullivan..	5296
0.72	2.270	32,844										
2.78	0.762	13,880	53,466 52	53,466 52	6/11/12	100	7/ 9/13				Orange..	5297
1.10	0.517	11,575										
2.68	0.683		48,960 37	48,960 37	8/11/12						West....	*5298
2.68	0.178											
4.16	0.986		63,327 89	63,327 89	5/15/14	100	1/25/15				West....	5298A
0.19	1.236											
2.68	0.866	14,850										
4.16	0.986	16,030	112,288 26	112,288 26		100					West....	5298
0.19	1.236	18,370										
1.27	1.450	18,005	49,173 73	30,571 58	6/15/12	100	7/14/14				Suffolk..	5299
1.15	2.330	26,144										
1.01	1.441	17,160	17,845 93	17,845 93	7/10/12	100	12/31/12				Suffolk..	

APPENDIX A — STATE HIGHWAYS JANUARY 1.

See page 512 for explanation

Highway No.	Miles	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION										Square yards of pavement
5312	1.16	16-30	21-30											16,488
5312A	4.01	16	22											27,677
5312B	0.77	16	22											7,213
5313	0.17	16	22											1,582
5313	1.09	22	22											15,308
5313	0.21	16	26											1,956
5314	0.29	16	26											2,708
5314	5.17	16	28											48,444
5315														50,000
5316	3.09	16	36											26,014
5317	4.97	16	24-32											20,672
5318		20	28											4,747
5318A		16	22											6,094
5318A		16, 20	22											1,857
5318	10.35	30	28											4,737
5318	0.15	16, 20	22											1,687
5318A	0.68	16	22											6,094
5319	0.64	16	44											62,204
5320	1.07	7-36	22-44											12,416
5321	1.64	16	28											15,430
5322	8.45	14-18	26-28											73,120
5323	6.67	14	28											54,757
5324	1.48	14	28	Fld. 6", Ap. 54.4"	10	App. St.	2	Asp. (7)						12,124
5324		14	28	Sub.	6	Fld.	12	Asp. (7)						60,140
5324		14	28	Sub.	6									20,510
5324A		14	28			Fld.	3	Asp. (7)						20,285
5324	8.42	14	28	Sub.	6	Fld.	3	Asp. (7)						60,142
5324A	2.47	14	28	Sub.	6	Fld.	3	Asp. (7)						20,285
5325	12.37	16	26	Li.	6	Li.	3		Glu.					116,000
5326	3.93	16	26	Sub.	6	Dol.	3	Asp. (1)						26,858
5327	14.77	16	28	Sub.	6	App. St.	3		Glu.					128,658
5328	4.90	14-18	24-26	Sub.	6	App. St.	3	Asp. (1)						45,628
5328A	0.90	14-18	26	App. St.	5	App. St.	3	Asp. (10)						8,886
5328B	6.37	14	22-26	Ga.	5	Ga.	5		T. (17), Ba.					51,583
5329	2.50	14	30	Grv.	6	Grv.	3		HO. (3)					20,234
5329	3.40	14	26, 30	Grv.	6	Grv.	3	Asp. (3)						25,747
5330	4.11	14	30	Sub.	6	App. St.	3	Asp. (10)						32,758
5330	2.74	14	26	Li.	4	Li.	3	Asp. (10)						23,540
5331	2.89	14	30, 40	Grv.	6	Li.	3	Asp. (3)						22,713
5331	1.26	20-54	Av. 50	Old Mac.		App. St.	3	Asp. (3)						21,311
5331	0.43	16	32	App. St.	3	App. St.	3	Asp. (8)						4,000
5332	6.71	16	26	Sub.	6	Li.	3	Ba., water	HO (11) Glu.					63,927
5332	2.05	16	26	Sub.	6									19,247
5332	0.37			Grading										
5332A		16-36	30-36			F Con. (a)								
5332B		19-32	28	S Con. (d) (10)	6	Br. (18)	4							9,428
5332B		16	26	Sub. 8, Li. 2	8	Li.	3	Asp. (10)						1,001
5332	6.71	16	26	Sub.	6	Li.	3	Asp. (10)						45,233
5332A	6.86	16	26	Sub. 6, Li. 2	8	Li.	3	Ba., water	HO (11) Glu.					19,343
5332B	0.69	16-36	30-36			F Con. (a)								63,927
5333	0.07	33-19	32	S Con. (d) (10)	6	Br. (18)	4	Asp. (10)						64,281
5333	1.26	16, 26	25, 28	Grv.	6	Li.	3	Asp. (10)						
5334														
5334A		14	26	S Con. (10, 22)	5									9,479
5335	1.10	21-34	30-42	Grv. Con. (d)										1,001
5335				(1, 11, 14, 20)	5	Br. (23)	4							16,980
5336	0.65	16	26	Sub.	6	Ba.	3	Ba., water	HO. (3)					64,281
5336	3.96	16	26	Sub.	6	App. St.	3	Asp. (10)						13,370
5337	5.53	16	26	App. St.	3	App. St.	3	Asp. (10)						6,376
5337	2.36	16	26-32	Sub.	6	App. St.	3	Ba., water	HO. (2, 10)					27,308
5338		16-34	26-37	Sub.	6	App. St.	3	Asp. (10)	HO. (10)					22,380
5338A		16	26	App. St.	4	App. St.	3	Ba., water						27,672
5338	9.56	16	26	App. St.	4	App. St.	3	Asp. (11)						11,854
5338	2.95	16-34	26-37	Sub.	6	App. St.	3	Asp. (10)	HO (10)					98,264
5338A	1.23	16	26	App. St.	4	App. St.	3	Ba., water						27,672
5338A		16	26	App. St.	4	App. St.	3	Asp. (11)						11,854

* See Appendix B, list by counties, combined costs.

† Changed from original plans.

‡ Unit costs for 5328 and 5328A are from

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Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
1.75	2.068	26,885										
4.01	0.852	15,467	118,037 34	99,430 24	.....	.....	.....	.....	.....
0.77	0.785	14,842										
0.17	0.711	21,661	4,009 02	4,009 02	9/10/14	100	11/30/14	.....	.....	
1.69	2.259	33,045	52,811 06	35,378 87	9/17/12	100	1/ 7/14	.....	.....	
0.21	0.897	20,260										
0.29	2.833	24,430										
5.27	1.163	13,475	82,147 41	82,147 41	4/ 2/14	100	12/14/14	.....	.....	
5.37	1.327	17,370										
3.09	0.696	9,887	30,569 83	30,569 83	9/17/12	100	11/12/13	.....	.....	
5.38	1.990	24,854	132,907 31	120,452 81	4/ 3/14	100	12/23/14	.....	.....	
0.51	2.292	39,110	38,219 06	34,916 30	9/17/12	100	10/29/13	.....	.....	
0.71	0.952	26,535										
0.18	0.943	27,340	4,140 51	4,140 51	8/25/14	100	11/28/14	.....	.....	
0.51	2.292	40,235										
0.18	0.942	27,570	42,359 57	39,056 81	.....	.....	.....	.....	.....
0.71	0.952	27,660										
6.64	0.675	7,635	52,188 38	52,188 38	9/17/12	100	12/26/13	.....	.....	
1.32	2.100	29,775	37,381 67	23,984 83	10/23/12	100	1/15/14	.....	.....	
1.64	0.681	7,498	12,333 94	12,333 94	9/17/12	100	7/ 2/13	.....	.....	
7.78	0.677	11,880	97,838 44	97,838 44	9/17/12	100	11/26/13	.....	.....	
5.83	0.987	12,804	99,058 34	99,058 34	9/21/12	100	12/15/13	.....	.....	
1.29	1.250	15,263										
7.37	1.080	13,698	125,642 82	125,642 82	9/18/12	100	12/15/13	.....	.....	
2.16	0.483	8,311										
2.16	0.619	6,517	14,301 40	14,301 40	4/ 3/14	100	8/12/14	.....	.....	
7.37	1.080	13,780	139,944 22	139,944 22	.....	100	.....	.....	.....
2.16	1.100	13,950										
12.37	0.878	11,985	148,239 64	148,239 64	12/19/12	100	8/12/14	.....	.....	
3.93	0.847	13,829	55,385 13	55,385 13	9/30/12	100	9/11/13	.....	.....	
14.77	0.668	9,114	136,916 04	136,916 04	9/23/12	100	1/ 5/14	.....	.....	
4.86	0.747	17,220	97,303 90	97,303 90	9/17/12	100	7/14/14	.....	.....	
0.86	0.863	17,740	15,645 87	15,645 87	5/25/14	100	4/17/15	.....	.....	
5.50	0.711	18,145	101,400 00	101,400 00	6/17/15	19	.....	.....	.....
2.19	0.554	10,235										
3.06	0.768	12,245	119,287 44	119,287 44	9/18/12	100	10/ 6/14	.....	.....	
2.49	0.998	14,415										
2.40	1.071	16,570	81,830 13	81,830 13	9/17/12	100</						

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	Miles		Width of pavement	Facing	Square yards of pavement
	Accepted	Under contract			
5339	1.05	.....	16	.....	9,848
5340	8.84	.....	.....	.....	56,183
5341	8.80	.....	.....	Sec. T. 17).....	63,893
5342	10.50	.....	.....	.....	6,533
5343	12.09	.....	14	.....	111,964
5344	1.70	.....	16	.....	20,978
5345	0.27	.....	16	.....	7,258
5346	5.86	.....	12	.....	54,947
5347	6.12	.....	16	(10)	61,213
5348	4.85	.....	28	(10)	45,504
*5348	.....	.....	16	.....	3,044
5348A	.....	.....	.....	.....	49,339
5348B	.....	.....	.....	.....	35,566
5349	0.14	.....	28	.....	10,018
5349A	4.83	.....	16	.....	21,171
5349B	1.23	.....	.....	.....	33,189
5349B	2.67	.....	.....	.....	3,044
5349B	4.04	.....	.....	.....	49,339
*5349	.....	.....	16	.....	10,018
5349A	.....	.....	14	.....	21,171
5349	0.51	.....	16	.....	33,189
5349A	2.61	.....	14	.....	6,803
5349A	0.46	.....	.....	.....	23,084
5350	1.68	.....	16	.....	3,799
5351	1.74	.....	16	.....	13,882
*5352	0.15	.....	16	.....	6,803
5352A	1.50	.....	.....	.....	23,084
5352B	.....	.....	.....	.....	3,799
5352	4.45	.....	.....	.....	13,882
5352A	0.91	.....	.....	.....	6,803
5352B	1.23	.....	.....	.....	23,084
5353	3.72	.....	.....	.....	3,799
5354	0.13	.....	.....	.....	13,882
5355	0.10	.....	.....	.....	32,000
5356	2.70	.....	.....	.....	1,400
5357	2.41	.....	.....	.....	14,120
5358	2.43	.....	.....	.....	36,556
5359	2.24	.....	27	.....	19,111
5360	0.95	.....	26	.....	19,111
*5361	.....	.....	.....	.....	30,568
5362	6.48	.....	16	.....	7,467
5363	5.04	.....	.....	.....	36,556
5364	0.08	.....	.....	.....	7,467
5365	0.15	.....	.....	.....	19,111
5366	0.25	.....	.....	.....	30,568
5367	0.79	.....	.....	.....	1,232
5368	0.15	.....	.....	.....	906
5369	1.66	.....	.....	.....	25,233
5370	0.32	.....	.....	.....	23,613
5371	1.36	.....	.....	.....	28,500
5372	0.66	.....	.....	.....	8,727
5373	2.83	.....	.....	.....	26,147
5374	3.18	.....	.....	.....	11,700
5375	1.26	.....	.....	.....	72,780
5376	.....	.....	.....	.....	47,289
5377	.....	.....	.....	.....	8,000
5378	.....	.....	.....	.....	1,780
5379	.....	.....	.....	.....	2,345
5380	.....	.....	.....	.....	7,443
5381	.....	.....	.....	.....	1,353
5382	.....	.....	.....	.....	15,814
5383	.....	.....	.....	.....	3,037
5384	.....	.....	.....	.....	12,579
5385	.....	.....	.....	.....	8,944
5386	.....	.....	.....	.....	26,582
5387	.....	.....	.....	.....	29,067
5388	.....	.....	.....	.....	11,810

* See Appendix B, list by counties.

1898 TO DECEMBER 31, 1915 — (Continued)

Equivalent 16' mileage	Costs				PASSENGER PAYMENT				Highway No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share					
1.05	1.975	22,110	23,210 76	23,212 72					5339
5.98	0.922	118,567	118,567 82	118,567 82					5340
9.80	0.676	9,880	69,582 67	69,582 67					5341
0.70	1.966	47,640	29,171 00	26,444 96					5342
11.93	0.760	11,370	135,326 55	126,447 12					5343
									5343
									5344
2.23	1.309	19,800	63,993 97	42,786 47					
0.77	2.494	31,860							
5.85	0.915	12,260	71,589 76	71,589 76					5345
6.54	0.661	10,180	67,552 38	65,831 72					5346
4.85	0.575	9,880	45,527 00	45,527 00					5347
0.32	1.977	22,920							
5.15	1.319	16,740	128,881 84	117,518 70					*5348
3.49	0.417	8,270							
1.07	0.723	10,515	10,745 30	10,745 30					5348A
2.28	0.635		73,475 48	73,475 45					5348B
3.54	0.958	15,400							
0.32	1.977	24,100							
5.15	1.319	17,920							5349
1.07	1.140	16,240	213,108 62	201,739 57					5349A
2.28	1.052	15,415							5349B
3.54	0.938	14,530							
0.72	1.932	24,420							
2.46	1.144	17,020	62,059 89	56,682 20					*5349
0.39	0.380	10,790							
0.39	0.531	9,610	20,277 12	20,277 12					5349A
1.49	0.814	11,270							
0.72	1.932	23,390							
2.46	1.144	15,990	83,337 01	78,959 32					5349
0.39	0.911	13,800							5349A
1.49	0.814	12,890							
3.50	1.870	25,241	77,702 23	41,510 37					5350
0.15	0.920	16,310							
1.50	0.556	8,103	12,333 38	12,333 38					5351
3.90	1.100	25,372	142,728 44	142,728 44					*5352
1.08	0.351	18,326							
1.08	0.391	6,813	43,650 13	43,650 13					5352A
3.11	0.785	10,209							
0.80	0.362	4,051	3,310 77	3,310 77					5352B
3.90	1.100	21,500							
0.80	0.362	14,560	189,689 34	189,689 34					5352
1.08	0.743	18,110							5352A
3.40	0.785	18,220							5352B
0.13	1.700	25,399	5,021 86	5,021 86					5353
0.10	1.040	18,682							
2.70	0.932	31,003	66,165 79	66,165 79					5354
2.41	0.873	20,447							
3.04	2.090	25,010	73,150 67	60,470 78					5355
0.93	1.632	26,960	108,900 00	57,900 00					5356
2.78	2.360	33,790							
1.25	2.100	26,598	31,262 42	11,386 70					5357
									*5358
7.75	1.230	14,005	106,359 79	74,350 31					5359
5.04	0.709	11,706	58,991 23	58,991 23					5360
0.85	2.046	23,512	27,700 00	22,900 00					5361
0.19	2.245	25,380							
0.25	2.035	25,569	6,426 06	6,426 06					5362
0.79	2.073	38,000	36,237 35	36,237 35					5363
0.16	2.424	41,296							
1.68	0.692	11,220	18,858 50	18,858 50					
0.32	1.940	23,166	25,246 61	25,246 61					
1.36	0.848	12,915							
0.80	1.015	14,430							
2.83	0.975	14,060	105,894 90	105,894 90	9/17/12	100	11/12/13	1916	0.60 3 1/2" Brick.... Onon...
3.18	1.182	15,896							
1.26	0.863	11,968	15,146 15	15,146 15	9/17/12	100	11/26/13		Greene.

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 318 for explanation

Highway No.	Miles	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION				Total
5367	3.58	18	28	S				
5368	2.34	18	28	S				
5369	0.87	18	28	S				
5370	3.19	18	28	L				
5371	2.21	18	28	L				
5372	2.70	18	28	S				
5373	0.95	24-34	24-34	S				
5374	0.73	27-31	30-40	S Con. (d) (3, 19)	5	Blk.	2	12.55
5375	2.85	20	32	S Con. (d) (3, 15, 24)	4	Asp. Blk.	2	21.50
5376	0.20	30	30	S Con. (d) (19)	5	Blk.	2	2.30
5377	1.34	30	30-39	Old Mac.	5	Asp. Blk.	2	13.70
5378	1.29	31-35	35-40	S Con. (d) (10)	5	Br (25)	4	24.80
5379	10.18	16	28	Sub.	5	Li.	2	1.05
5380	1.49	16	28	Grv. Con. (h) (8)	5	Br (20)	4	12.80
5381	4.50	16	30	App. St.	4	Asp. St.	2	23.30
5382	3.22	14	26	Sub.	6	Asp. St.	3	26.44
5383	2.45	16	30	Grv.	5	H Con. (16)	4	23.22
5384	0.09	16-24	16-40	Grv. Con. (h)	5	Br	4	1.10
5385	0.10	16		S Con. (d) (5)	5	Med. Blk.	4	915
5386	0.65	14		Old Mac.	5	H Con. (5)	4	79.45
5387	0.23	16		S Con. (d) (8)	5	App. St.	2	2.30
5388	0.39	34-40		S Con. (d) (8)	5	Br (1)	4	15.86
5389A	7.21	14	26	Sub.	5	App. St.	2	50.23
5390	5.13	14-16	24-26	Sub.	6	Set.	3	51.81
5391	0.26	16	32	App. St.	2	Asp. (1)	2	2.00
5392	0.83	24	32	S Con. (d) (14)	5	App. St.	2	11.20
5393	0.45	16	26-30	Li.	4	HO (2)	2	4.22
5394	0.44	16	32	Grv. 5" S Con. (d) (13)	5	Br (14)	4	2.90
5395	0.02	16	32-38	Grv. 5" S Con. (d) (13)	5	Med. Blk.	4	86
5396	2.38	16	28	Sub.	6	App. St.	3	22.30
5397	0.64	16	16	Old Mac. Mtr.	1	Asp. Blk.	2	6.80
5398	1.52	16-19	28	S Con. (d) (2, 11)	5	App. Blk.	2	14.20
5399	1.56	16	26, 30	Sub. 8" Tr. 2"	10	Tr.	3	15.00
5400	0.83	16	16	Old Mac.	5	Br. (14, 22)	4	7.04
5401	0.40	16-30	30-42	Grv. Con. (d) (5)	5	Br.	4	5.04
5402	0.76	16-38	30-38	Grv. Con. (d) (10, 13)	5	Br (10)	4	13.00
5403		36	36	Grv. Con. (d) (10)	5	Br (1)	4	11.40
5404	0.82	16	30	S Con. (d)	5	Br. (10)	4	7.71
5405	0.73	27	30	S Con. (d) (10)	6	Blk.	2	11.87
5406	0.88	23		S Con. (d) (10)	5	Wd. Blk.	2	1.15
5407	0.88	16	32	S Con. (d) (9, 11, 22)	5	Grv.	2	2.05
5408	0.60	24	30	Grv. Con. (d) (5)	5	Br. (1, 18)	4	9.60
5409	1.09	16	30	Sub.	5	App. St.	3	10.22
5410	0.65	16-50	40-50	S Con. (d) (17)	5	Br. (10)	4	10.05
5411	3.30	16	32	Grv.	4	App. St.	3	20.32
5412	1.10	30-50	30-50	Sc. Grv. Con. (d) (1)	5	Br. (37)	4	24.62
5413	1.97	30-45	30-45	Sc. Grv. Con. (d) (1)	6	Br. (15)	4	32.04
5414	3.08	16-38	32-38	Sc. Grv. Con. (d) (17)	5	Br. (32)	4	26.70
5415A	5.81	16	32	App. St.	4	App. St.	3	54.60
5416	0.48	16	32	App. St.	4	App. St.	3	4.32
5417	0.85	16-34	28-34	Grv. Con. (d) (17)	5	Br. (10)	4	18.33
5418	1.17	16-42	28-42	Sub.	6	App. St.	3	14.00
5419	1.75	20-36	20-71	Sc. Grv. Con. (d) (9)	5	Br. (26)	4	26.70
5420	3.95	16	28	Sub.	6	Li.	2	37.00
5421	5.87	16	32	S Con. (d) (16, 6)	5	Br. (3)	4	55.00

* See Appendix B, list by counties.

† Changed from original plans.

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Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
3.58	0.807	12,690	74,922 33	74,922 33	9/17/12	100	12/18/13	.....	.....	Oiled.....	Greene..	5367
2.34	0.798	12,606	45,757 67	45,757 67	9/18/12	100	9/23/13	.....	.....	.....	Greene..	5368
0.88	1.200	13,842										
3.18	0.866	10,559										
2.21	.....	.....	.....	.....	3/11/14	100	10/11/14	.....	.....	.....	Greene..	5369
2.70	0.598	11,477	30,990 81	30,990 81	9/17/12	100	12/28/13	.....	.....	.....	Greene..	5370
1.21	1.395	20,545	35,807 57	18,342 6	3/12/14	100	3/18/15	.....	.....	.....	West....	5371
1.37	2.335	28,429	36,270 28	11,804 52	9/23/12	100	10/15/13	.....	.....	.....	West....	5372
3.57	2.100	21,540	77,377 57	44,763 74	9/23/12	100	10/ 2/13	.....	.....	.....	West....	5373
0.25	2.230	23,509	5,750 31	2,963 35	9/23/12	100	10/15/13	.....	.....	.....	West....	5374
1.68	1.683	18,114	29,744 95	17,669 97	9/20/12	100	10/15/13	.....	.....	.....	West....	5375
2.65	2.265	32,990	72,554 09	14,556 86	9/17/12	100	10/30/13	.....	.....	.....	West....	5376
0.18	0.865	13,580	38,187 96	38,187 96	9/17/12	100	11/26/13	.....	.....	.....	Broome..	5377
1.49	1.977	24,018										
4.50	0.916	10,948										
2.82	0.754	16,332	49,867 79	49,867 79	9/17/12	100	12/ 3/13	.....	.....	.....	Wayne..	5378
2.45	1.260	15,698	49,763 17	49,763 17	9/17/12	100	5/26/14	.....	.....	Oiled.....	Tomp...	5379
0.12	1.470	34,551	39,020 41	39,020 41	9/23/12	100	11/12/13	.....	.....	Oiled.....	Madison.	5380
0.10	2.924	33,310	3,923 23	3,923 23	9/17/12	100	11/13/13	.....	.....	.....	Niagara..	5381
8.46	0.848	13,820	166,298 32	141,158 09	9/10/12	100	12/29/13	.....	.....	.....	Oswego..	5382
0.29	0.486	10,420										
1.69	1.974	24,390										
.....	.....	.....	8,734 82	8,734 82	9/17/12	100	.....	.....	.....	.....	Dela....	*5383
6.31	0.945	19,226	130,600 00	130,600 00	6/25/14	88	.....	.....	.....	.....	Dela....	5383A
5.50	0.757	13,856	78,592 89	78,592 89	9/17/12	100	12/ 4/13	.....	.....	Oiled.....	Dela....	5384
0.28	0.880	17,637	37,869 12	24,837 16	2/18/14	100	10/ 4/14	.....	.....	.....	Oneida..	5385
1.20	2.220	30,275										
0.46	0.772	17,026										
0.42	2.400	32,446	24,499 59	24,499 59	9/ 2/13	100	9/24/14	.....	.....	.....	Ontario..	5386
0.07	3.330	40,860	38,700 00	38,700 00	7/31/13	92	.....	.....	.....	.....	Putnam..	5387
2.38	0.830	15,920										
0.64	1.440	.....									
1.51	1.930	.....	.....	.....	1/20/14	100	1/10/16	.....	.....	.....	Rock....	5388
1.60	1.106	23,980	36,812 05	36,812 05	9/ 2/14	100	9/11/16	.....	.....	.....	Rock....	5389
0.83	1.700	18,717	15,382 76	15,382 76	2/10/14	100	8/12/14	.....	.....	.....	Broome..	5390
0.54	2.050	27,590	13,946 92	11,464 01	8/21/13	100	3/ 3/14	.....	.....	.....	Chem....	5391
1.48	1.930	28,739	35,957 93	17,772 62	10/ 2/13	100						

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Highway No.	Miles		Width of pavement		Square yards of pavement
	Accepted	Under contract			
5408		0 34	34		7 132
5409	0 23		37-73	3	4,340
5410	3 88		16	21	26,420
†5411	0 09		32		
5412	0 28		16, 35†	34	4,365
5413	0 82		16		7,672
			6		1,542
5414	8 32		16-32	21	85,300
	0 72		28-34	21	13,690
5415	5 80		16		64,411
5416	7 80		16	3	78,317
	0 30		16, 18	33	2,912
†5417	4 91		16-42	14	
	0 19		16		46,644
5418	4 41		16, 19	21	1,771
5419	1 51		16, 36	33	42,544
5420	1 63		16-30	34	17,132
5421	0 82		16		58,760
	1 58		16-70	3	7,080
5422	1 01		16		16,741
	2 42		16	21	9,422
5423	6 02		16	3	23,864
5424	5 96		†12		58,367
5425		2 25	16		42,133
5426	1 68		16		21,800
	0 13		16		15,750
5427	5 76		14	31	1,237
	0 75		16		47,280
5428	0 20		16		7,000
	0 04		16		1,867
5429	0 44		16		354
5430	3 89		16	21	4,162
5431	5 92		16		36,622
5432			16	21	35,600
			16		15,679
5432A		8 98	16	21	14,230
			16		15,679
			16		69,136
5432					
5432A					
5433	0 85		30-46	31	17,419
5434	2 42		16		24,430
	2 07		16	31	19,086
5434A		0 06	16-19		558
5435	0 92		16-20		10,845
5436	4 60		14-45	2	40,651
	0 11		38-49	41	2,364
5437	3 72		16		34,886
5438	1 64		16		15,335
5439	2 44		14-16		23,695
	1 19		14		9,094
5440	0 41		†30, 32	†21	7,933
5441	1 27		16		11,733
5442	3 47		16		33,576
5443	9 44		14		77,067
	4 93		14		42,694
5444	5 59		16		33,346
5445	7 78		14, 16	2	60,673
5446		0 71	24-30		11,131
		5 79	14-24	31	67,640
5447	2 88		16†		23,020
	0 47		16		4,444
5448	1 84		16-30	31	23,562
5449	2 28		14		18,735
5450	0 00		16		57,165
5451	5 94		14	2	63,535

† Changed from original plans.

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1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs			Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total				State's share	Year resurfaced	Miles			Type
0.77	2.183	30,640	20,500 00	8,900 00	7/18/16	46				Oswego..	5408
0.68	1.900	29,349	15,327 79	5,797 20	10/ 1/13	100	9/15/14			Greene..	5409
3.88	0.723	11,057	43,433 07	43,433 07	4/16/15	100	1/19/16			Wyom..	5410
			5,806 12	5,806 12	10/20/14	100	1/ 8/16			Herk....	5411
0.45	1.856	29,150	12,339 53	7,356 07	5/27/15	100	1/19/16			Broome..	5412
0.82	2.080	23,843	20,186 36	20,186 36	2/11/14	100	9/21/14			Broome..	5413
0.16	0.375										
9.08	0.936	13,799	158,630 90	134,112 01	2/10/14	100	12/ 4/14		Oiled.....	Chen....	5414
1.48	2.020	23,977									
5.80	0.858	14,890	89,013 36	89,013 36	2/ 6/14	100	7/12/16			Oswego..	5415
7.80	1.080	12,829	101,762 07	101,762 07	2/10/14	100	10/ 5/15			Niagara..	5416
0.30	2.061	27,034									
			104,599 17	104,599 17	2/10/14	100	1/27/16			Niagara..	5417
5.11	1.025	17,309									
0.19	0.723	14,474									
4.43	0.917	14,780	68,684 76	68,684 76	3/14/14	100	12/10/15			Cattaraugus	5418
1.82	1.910	25,724	45,480 96	37,703 88	2/10/14	100	1/ 8/15			Allegany	5419
2.00	1.770	23,266	44,581 95	39,503 47	2/10/14	100	11/18/14			Tioga...	5420
0.82	1.320	18,440	66,055 53	56,485 23	2/13/14	100	3/ 4/15			Orleans..	5421
2.00	2.120	25,987									
1.01	2.170	25,941	58,228 04	58,228 04	2/13/14	100	10/19/14			Orleans..	5422
2.42	0.966	13,314									
6.02	1.136	13,422	83,779 96	83,779 96	2/10/14	100	11/28/14			Orleans..	5423
4.49	0.796	12,436	62,578 40	62,578 40	2/17/14	100	12/ 3/15		Oiled.....	Cortland	5424
3.25	1.070	15,740	56,000 00	56,000 00	1/30/14					Monroe..	5425
1.68	1.100	15,371	28,346 21	28,346 21	2/19/14	100	11/10/14			Jeffers..	5426
0.13	0.670	11,432									
5.04	0.889	13,225	68,035 74	68,035 74	2/18/14	100	10/ 6/14		Oiled.....	Jeffers..	5427
0.75	1.129	15,384									
0.20	3.049	33,406	18,884 86	18,884 86	8/25/15	100	3/ 8/16			Rock....	5428
0.04	1.158	15,657									
0.76	1.400	32,198	14,195 53	14,195 53	3/ 4/14	100	12/14/14		Oiled.....	Tioga...	5429
3.88	1.010	16,581	65,709 52	65,709 52	2/18/14	100	11/ 4/14			Cattaraugus	5430
5.92	0.996	20,032	73,331 50	73,331 50	2/ 9/14	100	11/30/14			Niagara..	5431
1.60	0.808		44,055 16	44,055 16	5/15/14	100				Chem....	5432
1.52	0.488									Schuyler	5432
1.60	0.438		120,400 00	120,400 00	6/ 9/15	41				Chem....	5432A
7.37	0.991									Schuyler	5432A
											5432
											5432A
1.86	1.939	30,480	45,702 71	19,083 32	3/ 4/14	100	11/ 9/14			Erie....	5433
2.60	1.090	16,106	102,290 86	102,290 86	5/20/14	100	2/ 1/16			Chautau.	5434
2.03	2.205	27,333									
0.06	2.403		7,000 00	7,000 00	11/ 2/16					Chaut....	5434A
1.16	2.030	24,300	27,080 35	22,220 61	7/29/14	100	1/ 8/15			Monroe..	5435
4.27	0.949	13,715	66,477 43	58,451 82	3/ 4/14	100	1/ 8/15		Oiled.....	Cortland	5436
0.23	2.072	24,257									
3.72	0.793	10,910	40,598 57	40,598 57	3/11/14	100	11/13/14		Oiled.....	Ontario..	5437
1.64	1.260	13,399	22,075 77	22,075 77	3/ 6/14	100	9/18/14			Putnam..	5438
2.50	0.828	10,870	39,521 63	39,521 63	3/ 4/14	100	12/14/14			St. Law..	5439
1.03	0.994	13,030									
0.85	1.680	26,611	20,886 11	6,437 26	5/24/15	100	1/18/16			Broome..	5440
1.27	1.099	15,210	19,590 58	19,590 58	3/ 5/14	100	1/28/15			Herk....	5441
3.47	0.660	9,956	35,018 60	35,018 60	3/ 6/14	100	11/ 9/14		Oiled.....	Oneida..	5442
8.25	0.837	11,515	152,257 17	152,257 17	3/11/14	100	10/28/15		Oiled.....	Dela....	5443
4.37	0.844	11,581									
5.69	0.721	10,882	60,763 89	60,763 89	8/12/14	100	10/19/15			Scho....	5444
6.44	0.956	14,210	99,700 36	99,700 36	10/21/14	100	11/14/16			Otsego..	5445
1.19	1.100	15,250	124,900 00	118,500 00	3/18/14	100				Seneca..	5446
5.08	1.616	20,090									
2.99	0.925	12,239	41,649 04	41,649 04	5/ 6/14	100	12/ 8/14		Oiled.....	Madison	5447
0.47	0.670	9,947									
3.04	1.850	26,786	71,204 02	41,638 31	5/ 3/14	100	2/10/15			Orleans..	5448
2.00	1.060	12,625	26,224 46	26,224 46	7/ 7/14	100	8/10/15			Wayne..	5449
6.09	0.735	11,872	70,866 96	70,866 96	5/ 2/14	100	11/21/14			Dela....	5450
5.17	1.000	12,288	65,819 75	65,819 75	7/ 9/14	100	9/ 8/15			Wayne..	5451

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 618 for explanation

Highway No.	Miles	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
				BOTTOM		TOP		Surfacing	
				Kind	Thickness	Kind	Thickness		
8452	2.75	16-24	28-36						27.25
	0.19	16-24	28-41	Grv. Con. (g) (18)	6	B	4		1.56
8453	0.59	16-41	28-41	Grv. Con. (g) (18)	6	B	4		10.71
	3.51	16	32	S. Con. (18)	6	B	4		24.56
	0.91	16	32	Sub.	6	B	4		8.51
8454	0.20	16	32	Sub.	6	L	3	Asp. (11)	1.87
8455	7.89	14	14	Sub.	6	L	3	So. water	64.12
		14	14	Sub.	6	L	3	Asp. (10)	1.52
8456	6.85	14-16	22-24	Sub.	6	A	3	Asp. (10)	56.27
8457	6.43	16	26	Sub.	6	S	3	T. (17)	60.43
8457A	0.72	16	30	Sub.	6	S	3	Asp. (11)	5.13
8458	8.93	16	26	Sub.	6	L	3	So. water	77.33
8459	5.85	14	21-26	Sub.	6	B	3	Asp. (2)	44.62
8460	1.21	14	26	Sub. S. Gr. 2	10	G	3	HC. T. (17)	9.94
	9.66	14	26	Gr.	5	G	3	HC. T. (17)	79.59
8461	3.44	16	26	Sub. S. Gr. 2	6	S	3		24.37
8462	2.44	14	26	Sub. S. Gr. 2	6	S	3	Asp. (10)	20.09
8463	3.24	16	32	Li.	6	L	3	Asp. (11)	30.44
8464	4.74	16	26	App. St.	6	A	3	Asp. (10)	44.51
8465	2.30	16	26	Sub.	6	I	3	So. water	20.69
	1.77	16	28-34	Sub.	6	I	3	Asp. (10)	16.74
8467	2.41	16	26	Sub.	6	I	3		23.32
	4.71	14	24	Sub.	6	A	3	So. water	39.74
8467	1.84	19-40	24-26	S. Con. (d) (17)	6	E	4		22.18
	1.18	14	24-26	Sub.	6	E	3	Asp. (7)	9.36
	0.78	16-24	22-48	S. Con. (d) (1, 3)	6	E	4		9.33
8468		0-32		(Shoulders)					
	2.70	14	24-26	Fld.	6	I	3	Asp. (7)	3.24
8469		16	32		6	I	6		31.75
8470	6.69	16-34	32-34	Sub.	6	F Con. (2, 12)	6		54.13
8471	9.03	14-16	26-28	Sub.	6	App. St.	3	So. water	62.56
8472	0.94	14	26	Sub. S. App. St. 3	6	App. St.	24	Asp. (11)	7.78
	1.17	14	26	App. St.	6	App. St.	24	Asp. (11)	9.55
8473	0.21	16	32	S. Con. (d) (5)	6	St. Bl.	6		1.68
	1.09	16-26	30-32	S. Con. (d) (5)	6	Br. (22)	4		16.21
8474		16	26	Grv. Con. (d) (11)	6				1.26
			26	(Excavation)					
8474A		16	26					Li. So. L.C. T. (17)	3.26
	0.83	16	26-32	Sub.	6	Li.	24	So. water	62.52
8474		16	26	Grv. Con. (d) (11)	6			Li. So. L.C. T. (17)	3.26
8474A		16	26-32	Sub.	6	Li.	24	So. water	62.52
8475	0.30	30	30	S. Con. (d) (6)	6	Br. (26)	4		2.12
	1.41	16-47	26-47	S. Con. (d) (1)	6	Br. (33)	4		23.86
8476	3.25	16	32			H. Con. (81)			36.51
8477	0.70	16-20	28-32	Grv.	6	F	6		4.63
8478	6.34	16	22-26	Sub. S. Gr. 2	6	Q	3	So. water	54.51
8479	6.18	16	22-26	Gr.	4	Q	3	Asp. (10)	54.06
8480	1.48	16	26	App. St.	13	A	3	Asp. (11)	13.66
8481	7.23	16	26			E	6		67.80
8482	1.02	20-40	30-40	S. Con. (d) (15)	6	E	4		17.24
	1.15	20-40	30-40	S. Con. (d) (15)	6	E	2		21.80
8483	0.76	24	24	S. Con. (d) (15)	6	E	4		16.17
8484	1.33	14	26	Li.	6	L	3	Asp. (10)	6.63
	0.76	14-18	28-30	Sub. S. Li. 2	10	L	3	Asp. (10)	79.55
8485	9.63	14	26	Sub.	6	C	3	T. (17)	8.95
8486	0.53	16	32	App. St.	6	A	3	Asp. (11)	12.65
	0.80	40	40	S. Con. (d) (10, 12)	6	E	4		13.80
8487	1.40	16-25	28-30	App. St.	6	I	3	Asp. (11)	1.00
	0.07	26	26	S. Con. (d) (17)	6	E	4		121.84
8488	12.89	16-28	28-34	(Shoulders)				Water	2.35
8489	0.79	31-36	32-36	S. Con. (d) (10)	6	E	4		17.25

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
2.96	1.002	16,110	78,822 08	64,681 33	6/10/15	100	12/ 8/15				Chautau	5492
0.20	2.120	26,430										
1.14	1.990	24,620	69,600 09	69,600 09	5/ 2/14	100	2/25/15				Erie....	5453
3.68	1.058	12,949										
0.94	2.047	22,225	3,793 31	3,798 31	5/26/14	100	9/18/14				Chen....	5454
0.20	1.250	17,530										
0.73	0.749	15,561	87,923 81	87,923 81	4/ 2/14	100	7/31/15			Oiled.....	Dala....	5455
0.17	0.980	17,542										
0.22	0.847	17,935	115,660 35	115,660 35	4/ 2/14	100	1/19/16				Dala....	5456
6.48	1.000	14,211										
0.72	0.833	18,030	13,366 07	13,366 07	7/16/15	100	7/ 5/16				Sullivan.	5457
8.31	0.621	11,907										
4.96	0.836	13,470	102,272 79	97,603 27	4/ 3/14	100	9/ 2/15				Sullivan.	5457A
1.03	0.920	13,636										
8.47	0.872	13,423	70,414 99	70,414 99	4/14/14	100	2/ 2/15				Scho....	5458
3.43	0.977	12,185										
2.14	0.880	14,281	125,487 17	125,487 17	4/ 2/14	100	3/10/16				Dala....	5459
3.24	0.613	9,120										
4.74	0.881	18,450			4/ 2/14	100	1/21/17				Dutchess	5460
2.20	0.709	9,566	42,654 05	42,654 05	5/15/14	100	12/ 8/14			Oiled.....	Oneida..	5461
1.77	0.931	11,630										
2.49	1.007	16,720	96,337 17	96,337 17	4/ 2/14	100	9/ 1/15				Greene..	5462
4.12	0.575	12,670										
3.43	2.240	33,288	95,772 43	51,259 94	5/ 3/14	100	12/18/14				Genesee..	5463
1.03	1.110	15,151										
1.00	2.060	34,088	76,364 33	69,905 61	4/ 8/14	100	2/15/16				West....	5464
0.35	0.683		150,200 00	150,200 00	5/22/14	93					Herk....	5465
2.32	0.931	13,953										
8.91	1.133	15,740	97,436 07	97,436 07	5/14/14	100	10/ 9/15				Onida..	5466
6.70	0.902	13,600										
8.20	0.655	9,280	79,921 42	79,921 42	5/15/14	100	7/22/15				Oswego..	5467
0.82	1.284	18,060										
1.03	1.161	17,090			10/20/14	100	1/ 3/17				Cortland	5472
0.21	3.160	15,401										
1.73	2.030	35,077	61,650 70	37,324 93	7/ 8/14	100	12/20/15				Ontario..	5473
			31,057 04	31,057 04	5/23/14	100						5474
0.88	0.312		56,270 52	56,270 52	6/ 8/15	100	1/19/16			Oiled.....	Schoyler.	5474A
6.72	0.650											
			87,327 56	87,327 56							Tomp....	5474A
0.88	0.882	12,920	17,746 12	8,167 63	7/ 9/14	100	12/12/14				Clinton	5475
6.60	0.650	10,740										
0.59	2.480	37,053	89,868 75	68,724 50	6/11/14	100	12/ 3/15				Allegany	5476
2.23	2.112	22,551										
3.25	0.900	11,162	11,195 05	11,195 05	5/23/14	100	8/25/14				Onondaga	5477
0.71	1.230	15,632										
0.34	0.707	12,501	79,140 87	79,140 87	5/15/14	100	11/26/15				Renss...	5478
6.18	1.100	15,125										
1.48	0.310	27,310	93,640 76	93,640 76	5/16/14	100	1/ 4/16				Renss...	5479
7.23	0.875	12,951										
1.82	2.284	30,400	52,917 81	52,917 31	6/10/14	100	3/11/13				Oswego..	5480
2.24	2.164	29,270										
1.15	2.020	29,320	94,602 75	94,602 75	6/10/14	100	11/13/15			Oiled.....	Allegany	5491
1.16	0.974	13,580										
0.71	1.030	19,031	107,478 12	61,714 27	7/ 8/14	100	5/13/15				West....	5482
8.47	0.895	11,503										
0.53	1.203	24,310	29,592 87	17,532 03	8/19/14	100	12/29/14				Allegany	5483
1.29	2.174	33,370										
1.09	1.210	20,280	33,029 95	33,029 35	6/10/14	100	2/23/15				Dutchess	5484
0.13	2.310	30,060										
12.96	1.010	11,113	100,990 65	100,990 65	6/11/14	100	9/30/15				Clinton..	5485
0.31	0.332											
1.74	2.190	37,597	47,654 00	23,520 13	6/23/14	100	12/23/14				Oswego..	5486
			35,809 12	26,310 11	6/29/14	100	12/15/15				Oswego..	5487
			160,131 32	160,131 32	6/30/14	100	1/12/15				Suffolk..	5488
			51,480 79	21,950 34	7/18/14	100	2/ 2/15				Dutchess	5489

APPENDIX A — STATE HIGHWAYS JANUA

See page 518 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement
	Accepted	Under contract			BOTTOM		TOP		Surfacing	
					Kind	Thickness	Kind	Thickness			Binder
5490	1.56		16, 57	32, 57	Grv.Con(d)(15)	5	Tr.....	2	Asp.(11)MM.-1	28,580
5491	0.04		14	26	Sub.6,App.St.3.	9	App. St....	3	Sc., water	311
	0.43		14	26	Sub.6,App.St.4.	10	App. St....	3	Sc., water	3,546
	3.61		14	26	Sub.6,App.St.2.	8	App. St....	3	Sc., water	29,688
5492	0.39		14	26	Sub.....	6	App. St....	3	Sc., water	3,158
	0.71		14	26			App. St....	3	Sc., water	5,787
	1.53		16	28	Sub.....	6	Li.....	3	Asp. (10).	14,300
5493	4.26		16	26	Sub.....	6	Li.....	3	Sc., water	40,067
5494	0.275		16	32	S. Grv. Con. (d) (1).....	5	Br. (11)...	4		2,653
5495	0.70		16, 29	26, 31			F Con. (a) (10).....	6		10,913
5496	3.48		14	26	Grv.Con(d)(11)	5	Grv.....	1½	T. (17).....	28,571
5497	0.90		16-30	26-30	S Con. (d) (10).	5	Br. (23)...	4		14,412
5498	9.79		14	28	Sub.....	18	Dol.....	3	Asp. (10).	80,422
5499		4.03	16	24	App. St.....	3	App. St....	3	Asp. ()	37,758
	0.33		16	26			FCon(9,10)	6		3,130
	1.46		16	30	Tr.....	4	App. St....	3	Asp. (10).	13,960
5500	0.59		16	26	Tr.....	4	Tr.....	3	Sc., water	5,090
	7.18		14	20-24	(ab. Gn.	4	Gab. Gn...	3	Sc., water	58,879
	2.86		14-16	14-16	Sub. 6", Li. 2"	8	Li.....	3	Sc., water	21,480
5501	4.32		16	26	Grv.Con.(d) (5)	5			Sc.HC.T.(17)	40,610
5502	7.74		16	26	Sl.....	4	Sl.....	2½	Sc., water	72,660
	2.90		14-16	30			F Con. (10)	6		24,173
	0.39		16	26	Sub. 8", Tr. 2"	10	Tr.....	3	Asp. (2).....	3,690
5503	0.51		16	30-32	Old Mac.Tr.1½†	1½	Tr.....	3	Asp.(10)M.M.1	4,782
	0.72		16	23-27	Old Mac.....		Grv.....	3	Asp.(10 M.M.1	6,790
	1.68		16	22-28	Grv.Con(d)(18)	4½	Tr.....	2½	Asp. (10.M.M.1	16,456
5504	1.27		25-32	25-32	Grv. Con. (d) (8, 17).....	5	Br. (10)...	4		23,069
5505	2.14		16	34-50	Grv.....	6	Li.....	3	Sc., water	20,100
	4.85		14	24-28	Sub. 6", Tr. 2"	8	Tr.....	3	Asp. (2).....	39,720
	1.27		14	24-28	Tr.....	5	Tr.....	3	Asp. (2).....	10,414
5506	0.38		14	28	Sub.....	6	Tr.....	2	Asp. (2).....	3,111
	1.25		16	32	S Con. (d) (10).	6	Br. (2).....	4		11,960
	4.56		14	28	Sub.....	6	Gn.....	3	Asp. (7).....	37,478
5507		8.18	16	28	Sub.....	8	Set.....	3	Asp.....	76,803
5508		0.44	16	26	Sub.....	8	Set.....	3	Asp. ()	4,083
5509	5.09		16	30	Grv.....	5	Li.....	3	Sc., water	47,772
	0.18		19	32	SCon.(d)(10,17)	6	St. Blk....	5		2,006
	0.60		19	32	SCon.(d)(10,17)	6	Br. (25)...	4		6,751
5510		1.15	16	26	Sub.....	6	H Con.()	6		10,800
		2.60	16	26			H Con.()	6		24,253
	0.90		26-37	26-37	SCon. (d, h)(10)	5	Bitu.....	2		15,725
5511		6.98	14	24	Sub.....	6	App. St....	3	Sc., water	57,283
5512	0.81		16	36	Sub.....	6	Li.....	3	Asp. (11).	7,630
5513		1.23	14	30	App. St.....	5	App. St....	3	Asp. (10).	10,111
		7.50	14-16	28-30	Sub.6",Ap.St.3"	9	App. St....	2½	Asp. (10).	64,440
	4.27		14	26	Grv.Con. (d,(5)	5	App. St....	1½	T. (17).....	35,030
5514		4.75	14	26	Sub.....	6	SCon(5,11)	6		26,100
			14	26			SCon(5,11)	6		12,884
		3.73	16	26	App. St.....	4	App. St....	3	Sc., water	35,031
†5515	11.82		14	26	Sub.....	6	Lo. St....	3	T (17).....	97,013
5516	0.01		17-15	26			Lo. St....	3	T (17).....	127
	5.70		16	28	Grv. 6", Set. 3"	9	Set.....	3	Sc., water	53,742
	3.69		16	32	Grv.....	5	Li.....	3	Sc., water	35,506
5517	0.28		16	26-32	Grv.....	8	Li.....	3	Sc., water	1,778
5518										
5519	5.27		16	26	Sub.....	6	Li.....	3	Sc., water	49,480
5520	4.58		14	30	Li.....	5	Li.....	3	Asp. (10).	37,636
	2.70		14	30	Lo. St.....	5	Lo.....	3	Asp. (2).....	23,250
	1.65		14-16	28-30	Lo. St.....	3	Lo.....	2½	Asp. (2).....	14,980
5521	0.44		16	28-30	Old Mac.....		Lo.....	3	Asp. (2).....	4,090
	3.90		14	26	Sub.....	8	App. St....	3	Asp. (10).	32,064
	0.61		36½	40	S Con. (d) (9)...	5	Asp. Blk.	2		13,698
5522		6.06	16-26	30-32			H Con. (1).	6		59,205
5523	1.08		16	32	S. Grv.Con.(d) (5, 11).....	6	Br. (17)...	4		9,036

† Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
3.05	1.254	19,306	49,213 09	49,213 09	6/27/15	100	10/20/15	.....	.....	.....	Sullivan..	5490
0.03	0.708	12,225	55,689 24	55,689 24	8/18/14	100	2/ 8/16	.....	.....	Oiled.....	Greene..	5491
0.38	0.764	12,740										
3.16	0.653	12,700										
0.34	0.542	10,660										
0.61	0.492	10,190	58,804 58	58,804 58	7/ 1/14	100	9/30/15	.....	.....	Oiled.....	Madison	5492
1.53	0.942	12,689										
4.26	0.720	10,136										
0.27	2.090	24,910	7,078 80	7,078 80	6/29/14	100	11/13/14	.....	.....	.....	Genesee..	5493
1.16	1.008	25,030	21,614 18	13,113 45	6/29/14	100	5/14/15	.....	.....	.....	Fcho....	5494
3.04	0.603	12,000	38,467 52	38,467 52	7/18/14	100	1/ 5/15	.....	.....	.....	Steuben..	5495
1.54	2.140	27,120	37,403 93	20,213 13	7/29/14	100	1/18/15	.....	.....	.....	Schenec..	5496
8.57	0.913	11,336	114,015 57	114,015 57	6/30/14	100	1/28/16	.....	.....	.....	St. Law..	5497
4.03	0.702	93,580	360,500 00	360,500 00	7/18/15	27	.....	.....	.....	.....	Orange..	5498
0.33	1.120	20,050	41,066 66	41,066 66	7/ 9/14	100	12/28/15	.....	.....	Oiled.....	Albany..	5499
1.46	0.802	17,136										
0.59	0.750	16,572										
6.28	0.613	.....	.....	.....	7/29/14	100	2/ 5/16	.....	.....	Oiled.....	Essex....	5500
2.19	0.909	18,217	37,234 06	37,234 06	7/29/14	100	12/ 3/15	.....	.....	Oiled.....	Albany..	5501
4.32	0.903	14,896	167,964 28	167,964 28	7/ 7/14	100	12/28/15	.....	.....	Oiled.....	Allegany	5502
7.74	0.740	13,375	32,028 25	32,028 25	9/ 8/14	100	2/ 8/16	.....	.....	.....	Wayne..	5503
2.58	0.983	11,906										
0.39	1.540	23,130	9,079 39	9,079 39	7/28/14	100	11/28/14	.....	.....	.....	Rock....	5504
0.51	1.268	15,160	49,510 97	49,510 97	7/31/14	100	12/ 3/15	.....	.....	.....	Nassau..	5505
0.72	1.160	14,150										
1.75	1.486	17,260										
2.46	1.790	31,249	64,472 47	31,131 95	11/ 4/14	100	1/18/16	.....	.....	.....	Proome..	5506
2.14	0.592	9,392	21,321 97	21,321 97	4/16/15	100	12/ 3/15	.....	.....	.....	Monroe..	5507
4.23	0.888	15,370	91,670 99	91,670 99	1/ 7/15	100	2/29/16	.....	.....	.....	Ulster...	5508
1.11	0.784	14,390										
0.33	0.418	10,950										
1.25	2.060	25,482	89,172 67	89,172 67	8/18/14	100	1/ 4/16	.....	.....	.....	St. Law..	5509
4.00	0.806	13,273	137,500 00	137,500 00	10/ 3/14	41	.....	.....	.....	.....	Sullivan..	5510
3.18	0.897	16,290										
0.44	0.801	21,360										
5.09	0.663	11,770	9,400 00	9,400 00	11/ 4/15	33	.....	.....	.....	.....	Sullivan..	5510A
0.21	3.217	35,750	82,200 00	78,000 00	9/ 3/14	100	11/25/16	.....	.....	.....	Ontario..	5511
0.72	2.217	26,360	73,400 00	73,400 00	.....	.....	.....	.....	.....	.....	Rock....	5512
1.15	1.333	21,140										
1.58	1.000	18,020										
1.68	2.290	33,464	47,244 61	12,396 58	10/17/14	100	9/22/15	.....	.....	.....	Herk....	5513
6.11	0.546	20,870	137,000 00	137,000 00	10/19/14	60	.....	.....	.....	.....	Hamilt..	5514
0.81	0.925	12,195	10,418 82	10,418 82	10/20/14	100	12/ 3/15	.....	.....	.....	Madison	5515
1.08	1.136	17,680	161,500 00	161,500 00	10/21/14	95	.....	.....	.....	.....	Onon...	5516
6.86	1.326	19,470	48,323 37	48,323 37	12/12/14	100	12/30/15	.....	.....	.....	Steuben..	5517
3.73	0.773	12,234										
2.78	1.258	17,190										
1.27	0.925	14,060	69,900 00	69,900 00	10/20/14	95	.....	.....	.....	.....	Allegany	5518
3.73	0.808	13,185	49,300 00	49,300 00	12/14/14	51	.....	.....	.....	.....	Saratoga	5519
10.34	0.771	10,320	111,311 64	111,311 64	11/ 2/14	100	1/12/16	.....	.....	.....	Clinton..	5520
0.01	0.538	8,130	62,934 05	62,934 05	11/ 4/14	100	12/ 8/15	.....	.....	Oiled.....	Oneida..	5521
5.70	0.780	10,896										
3.78	0.549	9,636										
0.19	0.671	10,767	40,464 79	40,464 79	11/ 4/14	100	11/26/15	.....	.....	.....	Monroe..	5522
.....	.....	.....	53,728 46	53,728 46	11/ 4/14	100	10/26/16	.....	.....	.....	Hamilt..	5523
5.27	0.537	10,110										
4.01	1.074	15,360										
2.37	0.937	12,225	65,673 10	65,673 10	1/ 6/15	100	12/23/16	.....	.....	.....	Herk....	5524
1.60	0.691	9,658	49,382 16	49,382 16	12/14/14	100	10/14/15	.....	.....	.....	Oswego..	5525
0.44	0.568	8,471										
3.41	0.817	13,355										
1.46	2.190	28,370	48,364 44	48,364 44	1/ 7/15	100	12/30/15	.....	.....	.....	Dela....	5527
6.31	1.146	14,780	44,810 22	14,783 71	12/11/14	100	12/28/15	.....	.....	.....	Warren..	5528
.....	.....	.....	81,800 00	78,200 00	12/14/14	93	.....	.....	.....	.....	Monroe..	5529
0.96	2.330	24,400	33,182 45	33,182 45	12/14/14	100	10/13/15	.....	.....	.....	Jeffers..	5530

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 518 for explanation.

Highway No.	Miles		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION						Square yards of port- land cement
					BOTTOM		TOP		Binder	Surfacing	
					Kind	Thickness	Kind	Thickness			
5421	0.09	0.63	116-20	26-30			F Con. (15)	6-P			8,889
	0.37		22-36	32-36	S Con. (d) (15)	15	Br. (32)	4			12,472
5422			10	28	S Con. (5, 17)	5	Br. (15)	4			3,589
	4.53		14		S outlier		S Con. (5, 17)	8			2,185
5423	0.18		10	26	Sub.	6	Sl.	3	Asp. (2)		40,046
	1.93		10	25	Lo. St.	4	Lo. St.	3			1,046
			16	26			F Con. (a)				
							(1)	81-P			16,212
5434	0.37		16	26	S Con. (d)	6	Br. (17)	4			3,445
	4.61		14	26	Sub. 6, Gab. 2.	8	Gab.	3	So. water	HO (10)	37,885
5435	6.47		14, 16	28, 32	Sub.	8	Li.	3	Asp. (10)		54,072
	0.19		16	32			F Con. (9)	6-P			1,815
5436	8.35		14	28	Sub. 5", Ga. St. 2"	10	Ga. St.	3	Asp. (2)		66,577
5437	0.21		27	32	S Con. (d) (3, 16)	6	Br. (24)	4			3,447
	1.51		10-22	26-32			H Con. (a)				
							5, 14	6			15,086
5438	2.84		16	32	Li.	3	Li.	3	So. water	CaCl.	15,111
			16	33	Li.	4	Li.	3	So. water	CaCl.	11,525
5439	7.21		16	32-36	App. St.	5	Li.	3	So. water	CaCl.	68,617
5440	10.18		14	24, 28	Lo. St.	3	Lo. St.	3	So. water	H O. (10)	83,446
5441	5.96		14	24	Lo. St.	3	Lo. St.	3	So. water	H O. (10)	46,166
5442	4.51		14	26	Sub. 6", Lo. 2"	8	Lo. St.	3	So. water	H O. (10)	37,018
5443	6.95		16	26-32			F Con. (5)	6			60,600
5444	5.90		16	33			F Con. (10)	6			55,546
	0.09		22-40	22-40	S Con. (16)	6	Br. (1)	4			19,589
5445	5.62		14	26	Sub. 6", Ap. St. 2"	8	App. St.	3			46,889
5446	4.42		16	32			F Con. (5)	18P			62,640
5447	0.70		16	28	S Con. (9)	5	App. St.	2	MM-2		7,989
	5.91		14	22-32			F Con. (a)	16			
							(1, 10)	P			48,491
5448	1.36		16-61	22-63	S Con. (d) (1, 10)	5	Br. (31)	4			23,234
5449	0.28				S Con. (10)	5	Br. (8)	4			2,330
	0.61		14-40	26-47			F Con. (10)	6			15,980
5450	0.83		26-28	26-28	G v. Con. (d) (1, 11, 16, 23)	5	Br. (1)	4			9,700
5451			14	26	Sub. 6", Lo. 2"	8	Lo. St.	3	So. water		26,300
5452	0.53		16	30			Gra. & Ga.	2	Asp. (10)		4,526
	8.12		14-16	26-37	Lo. Sub.	6	Gra. & Ga.	3	Asp. (10)		67,369
5453	5.73		16	28	Sub.	9	Set.	3	So. water		53,746
5454	4.58		16	26	Sub.	6	Ga.	3	So. T (17)		43,269
5455	4.13		16	26-31	Sub. 6", Ap. St. 2"	8	App. St.	3	T. (17)		39,577
5456	0.17		16	44	Sub.	6	Li.	3	So. water	CaCl.	1,542
5457	5.03		10-12	22	Sub.	6	Li.	3	So. water	CaCl.	41,469
5458	4.69		16	28	Sub.	6	Set.	3	So. water	T. (17)	44,100
5459	8.36		16	16-30	Sub.	6	Li.	3	So. water	T. (17)	64,620
	0.78		16	32			F Con. (1)	17P			7,154
5460	0.37		16	26-32	Grv. Con. (g) (1)	17P	Br. (3)	4			3,445
	0.19		40-18	40-13	Grv. Con. (g) (1)	5	Br. (3)	4			4,826
5461	4.42		16	32			F Con. (11)	6			44,465
5462	2.04		16	32			F Con. (11)	18P			19,796
	0.25		16	26-28	S Con. (11)	17P	Br. (3)	4			2,311
5463	5.67		24-36	32-33	S Con. (d) (10, 16)	5	Br. (1)	4			6,429
			16	32-44			F Con. (10, 16)	6			
5464	7.21		14-16	22-23	Grv.	5	Li.	3	So. water	CaCl.	47,640
5465	7.79		14-23	26-30	Sub.	6	Li.	3	Asp. (10)		61,636
5466	6.23		16	32	Sub. 8", Sl. 1"	9	Sl.	24	Asp. (11)		76,212
5467	2.05		14	26	Sub.	6	Li.	3	So. water		2,142
5468	7.02		14	26	Grv. Con. (d) (6)			6			25,836
5469	4.79		14	26	Sub.	8	Li.	3	Asp. (10)		23,617
5470	2.97		16	23	Sub.	6	Lo. St.	3	Asp. (11)		39,336
	1.94		16	26	App. St.	5	App. St.	3	Asp. (10)		27,620
5471	1.30		16	26	Sub. 8", Ap. St. 2"	10	App. St.	3	Asp. (10)		18,269
	1.05		16	26	App. St.	8	App. St.	3	So. water		12,226
5472											9,839
5473	1.17		16	22-27	App. St.	3	App. St.	3	Asp. ()		11,640
5474	0.98		33-41	33-41	App. St.	5	Tr.	3	Asp. (10)		21,679
	0.18		33-41	33-41	Sub. 8", Ap. St. 5"	11	Tr.	3	Asp. (10)		4,676

† Changed from original plans.

‡ Combined with 5498.

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Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-26' highway	Total	State's share				Year resurfaced	Miles	Type		
0.73	0.858	18,097	50,954 36	26,854 88	12/15/14	100	12/28/15				Wash...	5531
1.43	2.412	32,008										
0.37	2.150	23,680										
0.23	0.900	11,950	71,800 00	71,800 00	10/29/15	59					Allegany	5532
4.27	1.054	13,290									Steuben	5532
0.12	0.639	11,296	30,052 89	30,052 89	3/28/15	100	12/28/15				Renss...	5533
1.94	0.966	15,366										
0.37	2.270	26,175	61,187 90	61,187 90	1/ 8/15	100	1/29/16				Saratoga	5534
4.04	0.752	12,026										
5.76	0.809	10,560	64,477 34	64,477 34	4/16/15	100	1/28/16				St. Law.	5535
0.19	1.168	13,980										
7.31	1.062	13,480	103,327 98	103,327 98	1/ 7/15	100	1/ 4/16				St. Law.	5536
0.37	1.875	24,430										
			37,699 18	29,846 85	7/19/15	100	1/27/16				Steuben	5537
1.61	0.892	18,200										
1.61	0.596	9,125	28,583 74	28,583 74	1/11/15	100	12/20/15				Genesee	5538
1.23	0.681	9,910										
7.31	1.090	14,284	87,000 00	87,000 00	9/28/15	44					Monroe	5539
8.91	0.552	11,002	104,196 53	104,196 53	1/ 6/15	100	12/22/16				Essex	5540
5.23	0.638	12,760	66,300 00	66,300 00	1/ 6/15	87					Essex	5541
3.94	0.704	11,160	46,592 33	46,592 33	1/ 8/15	100	1/29/16				Saratoga	5542
7.35	1.109	17,904	140,000 00	140,000 00	3/29/15	42					Cattaraugus	5543
6.24	1.125	18,332	167,000 00	129,000 00	5/24/15	49					Cattaraugus	5544
2.08	2.203	28,452										
4.99	0.889	12,385	50,855 00	50,855 00	5/14/15	17					Schenec.	5545
4.55	1.317	16,000	73,579 59	73,579 59	3/29/15	100	12/28/15				Erie	5546
0.70	1.980	32,809	24,900 00	24,900 00	10/25/15	23					Oneida	5547
5.17	0.933	13,810	146,006 39	117,042 26	5/17/15	100	12/ 2/16				Jeffers	5548
2.37	2.344	27,050										
0.25	2.663	37,422	40,200 00	21,000 00	6/13/16	39					Dutchess	5549
1.69	1.063	22,590										
1.03	2.070	42,547			7/17/15	100	11/30/16				Erie	5550
2.00	0.805	13,402	43,200 00	43,200 00	5/24/15	82					Schenec.	5551
0.59												

APPENDIX A — STATE HIGHWAYS JANUARY 1.

See page 518 for explanation

Highway No.	Miles	Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION				Surfacing	Square yards of pavement
5575	4.12	14	24-26					CO. ()	34,000
5576	4.60	12	12					T. (17) Sm.	32,117
5577	7.31	14	26-31						90,200
	0.84	14	24						5,408
5578		14	26						16,451
5579	6.55	16	26						62,400
5580	6.97	10-14	24-26						56,145
5581	0.14	56	56						4,694
5582	4.53	16	32					CaCl	42,900
5583	4.77	14	26						39,200
5584	4.21	16	26					T. ()	46,900
5585	6.18	14-16	26						62,380
5586	7.91	14	26						65,640
5587	0.37	35	35						8,837
	4.75	17	30-34						47,335
5588	3.55	16	24						33,380
	0.40	16	24						3,780
5589	4.61	14	30						27,020
	0.40	22	32-36						5,100
*5590	0.21	16	24					CO. (10)	1,954
5591	0.15	16	24					CO. (10)	1,333
	0.02	16	24					CO. (10)	199
*5592									
5593	2.92	16	32					CaCl	26,510
	4.87	16	24-32					CaCl	43,630
5594	2.87	14	26						23,548
	0.92	14	26						7,516
	0.01	65	65						464
5595	0.91	14-49	24-49						11,130
	2.83	14	28						23,270
5596	0.17	25-45	44-48						3,580
	0.61	16	32						8,960
5597	5.34	16	28	Sub.	6	Li.	3	Se., water	50,543
5598	1.10	35-40	35-40	S Con.	6	Br.	4	CT. ()	21,745
*5599									
*5599 1/2									
5600	2.11	16-20	24-32			F Con (10, 18)	7-P		19,951
5601	1.03	16	24-40			F Con (1,6)	5-P		8,909
	0.82	16-53	19-53	S Con (1.6)	5	Br (17)	4		16,200
5602	1.53	14	30	Sub	6	Grv.	3	Asp	12,577
	0.46	36-80	36-80	S Con	5	Br	4		13,737
*5603									
*5604									
*5605									
*5606									
5607	4.73	16	32			F Con	6-P		44,811
5608	2.17	16	32			F Con	7-P		30,344
5609	3.89	14	28			F Con	Av 6		31,560
5610	3.76	14	28			F Con	7-P		30,873
	0.63	14	28	Li	5	Li	3	Se., water	5,200
5611	6.76	14	28	Sub.	6	Si	3	Se., water	47,342
5612	2.18	14	28	Sub	6	App. St	3	Asp	17,600
	6.94	14, 16	28, 32	Sub	6	F Con	61-P		57,630
5613	10.36	14	28	Sub.	6	App. St.	3	Asp.	85,068
5614	0.10	16	28	Sub. 6, Li. 2.	8	Li	3	T (17)	924
5615	9.07	14, 40	26, 40	Sub	6	Si	3	Se., water	86,114
5616	2.26	16	24-28	Grv	6	Grv	3	Se., water	21,177
5617	0.61	14	30	Sub	6	Li	3	Asp.	5,010
	4.42	14	30	Sub	6	Li	3	Asp.	26,235
5618	3.81	14-22	28-32	Sub	6	Gn.	3	Asp.	31,956
	0.21	22-29	22-28	S Con	6	Br	4		3,611
5619	2.73	14	28	Sub	8	Li	3	T	22,429
5620	0.83	16-25	16-35			F Con (11)	6		8,522
*5621									

* See Appendix B, list by counties.

† Changed from original plans.

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 513 for explanation

Highway No.	MILES		Width of pavement	Width of roadway	MATERIALS USED IN CONSTRUCTION					Square yards of pavement	
	Accepted	Under contract			BOTTOM		TOP		Surfacing		
					Kind	Thickness	Kind	Thickness			Binder
5622		5.19	16	26-40			F Con.	7-P		48,719	
5623	{	0.64	18-24	22-28	Sub.	8	Li.	3	Sc., water	CT	8,319
		0.66	14	22	Sub.	6	Li.	3	Sc., water	CT	5,561
5624		1.04	15-24	27	S Con.	5	MM-2	2	Asp.		10,844
5625		3.94	16	30-32			F Con.	Av 6		37,028	
*5626											
*5627											
5628		6.79	10-16	24-28	Sub.	6	App. St.	3	T.		55,196
*5629											
*5630		1.76	14, 16	26-45			F Con.	6			16,181
5631	{	0.71	16-26	26-35	S Con.	5	Bitu.	2			11,132
				9	(Railroad)		F Con.	7			3,122
5632	{	0.57	14	39			F Con.	6			4,733
		5.28	14	28-30			F Con.	7-P			43,325
*5633											
*5634											
*5635											
5636		3.93	16	26			F Con.	6½-P			37,368
5637		5.77	14	26	App. St.	2	App. St.	3	T.		52,692

HIGHWAYS BUILT UNDER

Chap. 518, Laws 1912	0.10	.....	16	Var. Rock fill	.....	Grv.	8 av	.....	.....	.....
Chap. 295, Laws 1913	1.05	.....	20-25	40 Sn. Sh., Tr.	4	Tr.	3	Sc., water	.....	12,671
	0.64	.....	26½-32½	30-36 S. Con. (9)	6	Tr.	2	Asp. (10) MM. 2	.....	9,796

ROADS PAVED BY COUNTIES AND TAKEN

9000	4.31	.....	16	.....	Fld.	.....	Fld.	4	Sc., water	.....	40,460
9001	1.77	.....	14	28	Li.	4	Li.	3	Sc., water	.....	14,490
	0.67	.....	14	28			Li.	3	Sc., water	.....	5,530
9002	2.75	.....	12	28	Lo.	3	Lo.	3	Asp. (10)	.....	19,430
9003	1.46	.....	16-40	16-40	Li.				Li.; Sc., water	.....
9004	0.83	.....	16	18-26	Blue Grit	3-4½	Blue Grit	3-4½	Sc.	CO	7,790
9005	7.30	.....	12	.....	Fld.		Fld.	5	Sc., water	.....	50,400
9006	2.75	.....	12	.....			St.	4	Sc., water	.....	26,400
9007	6.88	.....	12	23			Grv.	7		.....	48,400
	8.99	.....	11	22	St.	4	St.	3	Sc., water	.....	53,325

* See Appendix B, list by counties.

617

Equivalent 16' mileage	Costs				Date of contract	Per cent completed	Date of acceptance	PRESENT PAVEMENT			County	Highway No.
	Per square yard of pavement	Per mile of 16'-20' highway	Total	State's share				Year resurfaced	Miles	Type		
5.19	1.282	21,061	119,500 00	119,400 00	11/2/16	.....	.....	.....	.....	Erie....	5622
0.89	0.894	14,913	} 24,600 00	15,000 00	9/25/16	.....	.....	.....	.....	Chen...	5623
0.59	0.783	13,871										
1.16	1.667	24,243	30,100 00	22,000 00	9/25/16	.....	.....	.....	.....	Otsego..	5624
3.94	1.130	16,226	71,000 00	71,000 00	.....	.....	.....	.....	.....	Onond... Fulton.. Tomp... Dutchess Colum... Onond... Herk...	5625 *5626 *5627 5628 *5629 *5630 5631
5.88	0.905	15,169	94,200 00	94,200 00	11/24/16	.....	.....	.....	.....	Wayn ..	5632
1.72	1.125	18,680	34,500 00	31,600 00	12/14/16	.....	.....	.....	.....	Oneida.. Erie.... Erie.... Albany.. Wash...	*5633 *5634 *5635 5636 5637
1.18	2.378	35,119	46,400 00	9,600 00								
0.34	1.453	}	91,800 00	91,800 00	10/28/16	.....	.....	.....	.....
0.50	1.167											16,010
4.62	1.233	16,620										
4.98	1.429	17,369	70,000 00	70,000 00								
5.61	0.785	26,803	158,300 00	158,300 00								

.....	48,867 80	48,867 80	1/24/13	Wash.	Chap. 518, Laws 1912
1.35	0.849	16,142	45,524 08	24,592 10	12/14/14	100	12/19/16	Alb'ny	Chap. 295, Laws 1913
1.04	1.651	23,670											

[illegible]

APPENDIX B

TABLE ARRANGED BY COUNTIES

SHOWING

Status of All State and County Highways

**Plans for which have been approved from January 1, 1898,
to December 31, 1916**

[619]

ALBANY COUNTY

STATE COMMISSIONER OF HIGHWAYS

621

Highway No.	County Highway.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
7 ¹	84-A.....		Delaware, Part 1.....	Bethlehem.....	0.41	Albany c.....	0.60	1.01	.....	.....
22 ¹	95.....		Loudon.....	Colonie.....	3.05	.....	.....	3.41	.....	.....
41 ¹	84.....		Delaware, Part 2.....	Bethlehem.....	2.74	Albany c.....	0.36	2.74	.....	.....
92	135.....		Delmar—Slingerlands.....	Bethlehem.....	1.74	.....	.....	1.74	.....	.....
110 ²	206.....		Loudon, Part 2.....	Colonie.....	3.92	.....	.....	3.92	.....	.....
124	207.....		North.....	New Scotland.....	1.84	.....	.....	1.84	.....	.....
176	96.....		Albany—Schenectady, Part 1.....	Colonie.....	1.74	Albany c.....	0.57	2.31	.....	.....
177	241, 295.....		Schoharie, Parts 1 and 2.....	Knox.....	1.30	.....	.....	5.00	.....	.....
178	240-A.....		Delaware, Part 3.....	Guilderland.....	3.70	.....	.....	7.33	.....	.....
192 ³	320.....		Beaver Dam.....	Bethlehem.....	1.83	.....	.....	3.54	.....	.....
193 ⁴	243.....		River.....	New Scotland.....	5.55	.....	.....	8.13	.....	.....
198	240.....		Delaware, Part 4.....	Berne.....	3.54	.....	.....	6.52	.....	.....
199	240.....		Delaware, Part 5.....	Bethlehem.....	8.13	.....	.....	7.88	.....	.....
364	388.....		Preston Hollow—Potter Hollow ..	New Scotland.....	3.27	.....	.....	3.18	.....	.....
				Berne.....	3.25	.....	.....	
				Westerlo.....	5.43	.....	.....	
				Rensselaerville.....	2.45	.....	.....	
				Rensselaerville.....	3.13	.....	.....	

25.
7.
3.

over bridge not constructed.

ALBANY COUNTY — Continued

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
365	391.....	Guilderland Center—Guilderland...	Guilderland.....	1.90	.....	.....	1.90	.....	.....
366 ¹	394, 395, 398	New Scotland—Wolf Hill.....	New Scotland.....	6.84	.....	.....	6.84	.....	.....
367	712.....	Glenmont—Feura Bush.....	{ Bethlehem..... New Scotland.....	{ 6.17 0.60	.....	.....	6.77	.....	.....
385	389.....	Albany—Schenectady, Part 2.....	Colonie.....	5.14	.....	.....	5.14	.....	.....
508	396.....	Selkirk—Coeymans.....	{ Bethlehem..... Coeymans.....	{ 0.28 4.49	.....	.....	4.77	.....	.....
566 ²	398.....	Wolf Hill—Berne.....	Berne.....	7.34	.....	.....	7.34	.....	.....
604 ³	390.....	Troy—Schenectady, Part 3.....	Colonie.....	3.88	.....	.....	3.88	.....	.....
630 ³	880.....	Troy—Schenectady, Part 4.....	Colonie.....	2.24	.....	.....	2.24	.....	.....
646	397, 1354...	Indian Fields—Dormansville.....	{ Coeymans..... Westerlo.....	{ 2.78 1.34	.....	.....	4.12	.....	.....
647 ⁴	398.....	Albany—Slingerlands.....	.....	.....	.....	.....	.....	.....	.....
755	392, 393....	Altamont—Knox.....	{ Knox..... Guilderland.....	{ 3.64 0.61	.....	.....	4.25	.....	.....
790	1352.....	Cohoes City—Boghts Corners.....	Colonie.....	2.17	.....	.....	2.17	.....	.....
791 ⁵	391, 2498...	Albany—Guilderland.....	Guilderland.....	0.70	.....	.....	.....	.....	.....
792 ⁶	879.....	Schenectady Co. Line—Guilderland.	Guilderland.....	.....	.....	.....	.....	.....	.....
849	V-43.....	Altamont Village.....	Guilderland.....	.....	Altamont, v. ...	1.10	1.10	.....	.....
879 ⁸	878.....	Shakers—Watervliet.....	Colonie.....	6.26	.....	.....	6.26	.....	.....
948	877	Voorheesville—New Salem.....	New Scotland.....	2.99	Voorheesville v.	0.77	3.76	.....	.....
948-A	V-104.....	Voorheesville—New Salem.....	New Scotland.....	.....	Voorheesville v.	0.17	0.17	.....	.....
956 ⁷	3021.....	Watervliet City: Nineteenth Street.	.....	.....	Watervliet, c. ...	0.46	0.46	.....	.....
957	3020.....	Cohoes City: Columbia Street.....	.....	.....	Cohoes, c.	0.43	0.43	.....	.....
977	2493.....	Albany—Watervliet.....	Colonie.....	2.45	.....	.....	2.45	.....	.....

978	1636.....	East Berne—Clyokman Church.	Berne.....	1.73	.....	.....	4.35	.....
			Knox.....	2.62	.....	.....	.....	.....
979	712.....	Feura Bush—Indian Fields.	New Scotland.....	4.84	.....	.....	8.27	.....
			Coeymans.....	3.43	.....	.....	.....	.....
1105	V-217.....	Albany City: Central Avenue.	.....	.....	Albany, c.....	0.75	0.75	.....
1146	V-216, 3417.	Watervliet City: Third Avenue.	.....	.....	Watervliet, c....	0.18	0.18	.....
1184	1530.....	Elmerv—Bethlehem Center.....	Bethlehem.....	1.77	.....	.....	1.77	.....
1198*	3462, 2497..	Albany—Glenmont.....	Bethlehem.....	1.25	.....	.....	1.25	.....
1199	V-232, 3468.	Cohoes City: Vliet Avenue.....	.....	.....	Cohoes, c.....	1.03	1.03	.....
1220	1354.....	Coeymans—Indian Fields, Part 2...	Coeymans.....	6.70	.....	.....	6.70	.....
1229	303.....	Knox—Berne.....	Knox.....	2.80	.....	.....	2.80	.....
1279 [†]	{ 875, 3530, 3534, V-339 }	Dunnsville—Altamont.....	Guilderland.....	2.63	Altamont, v....	0.78	3.41	.....
1280	1354.....	Dormansville — Westerlo — Ford Corners.....	Westerlo.....	5.76	.....	.....	5.76	.....
1371	3531.....	Watervliet—Cohoes.....	Colonie.....	0.88	.....	.....	0.88	.....
1372	3533, 2492..	Osborn Cor.—Schenectady Co. Line	Guilderland.....	3.23	.....	.....	3.23	.....
1404	.....	Dormansville—South Westerlo.....	Westerlo.....	5.62	.....	.....	5.62	.....
1405	2495.....	Thompsons Lake—Van Aukem Cor.	Berne.....	0.81	.....	.....	2.93	.....
			Knox.....	2.12	.....	.....	.....	.....
1408	1354, V-381.	Coeymans—Indian Fields, Part 1...	Coeymans.....	0.52	Ravena, v.....	0.93	.....	1.45
				No. 7. Contract mileage 6.85, of No. 7.				
				and 5237 on Route No. 7, ited as State Route No. 6, and built				
				Towns.....	164.85	.....	143.11	21.22
				Villages.....	.....	.....	2.82	.....
				Cities.....	.....	.....	4.38	.....
				Totals.....	164.85	.....	150.31	21.22

* Included in State Route No. 6 and built as No. 5636; 3.26 miles.

† Original contract forfeited.

‡ Original contract cancelled; work completed by Division Engineer.

§ Original contract 6.40 miles. Portion at crossing omitted.

• Exclusive of village.

ALBANY COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5010	7	8	Slingerlands—New Scotland.....	{ Bethlehem.....	0.98	.....	.....	1.98	.....	.....
5039 ¹	7	1	West Berne—Gallupville.....	{ New Scotland.....	1.00	.....	.....	.....	.....	.....
5155 ²	6	1	Albany—Guilderland.....	Knox.....	0.64	.....	.....	0.64	.....	.....
5237	7	9, 10	Slingerlands—Albany.....	{ Guilderland.....	..... 5.32	Albany, c.....	0.05	5.37	.....	.....
5499	3	6	Albany—Bethlehem.....	{ Bethlehem.....	..... 3.32	Albany, c.....	0.91	4.23	.....	.....
5501	7	4	East Berne—New Salem, Part 1....	{ Bethlehem.....	..... 2.20	Albany, c.....	0.18	2.38	.....	.....
5555	25	2, 3	Loudon—Crescent.....	Berne.....	2.86	.....	.....	2.86	.....	.....
5614	25	1	Loudon—Crescent, Part 2.....	Colonie.....	4.20	.....	.....	4.20	.....	.....
5636	6	2	Schenectady Co. Line—Guilderland	Colonie.....	0.10	.....	.....	0.10	.....	.....
				Guilderland.....	3.93	.....	.....	.....	3.93	.....
				Towns.....	24.55	.....	.....	20.62	3.93	.....
				Villages.....	.....	.....	.....	.....	.....	.....
				Cities.....	.....	.....	1.14	1.14	.....	.....
				Totals.....	24.55	.....	1.14	21.76	3.93	.....

SPECIAL HIGHWAYS.

Chap. 295, Laws of 1913.	The Southern Boulevard.....	{ Bethlehem.....	1.15	1.59
--------------------------	-----------------------------	---------------------------	------	------	-------

Towns.....	0.44	.....	....	0.44	....	.....
Cities.....	....	.....	1.15	1.15	....	.....
Totals.....	0.44	.....	1.15	1.59	....	=====

ALLEGANY COUNTY

COUNTY HIGHWAYS.		Petition No.				
801	1581.....	East Rushford—Gordonville Bridge.	Rushford.....	4.68	.....	4.68
945	1586.....	Wellsville—Hallsport.....	Wellsville.....	1.95	0.41	4.18
			Willing.....	1.82	.....	.....
964	1570, 1591.	Friendship—Bolivar, Part 1.....	Friendship.....	1.68	0.54	6.10
			Wirt.....	3.88	.....	.....
965 ⁴	1563, 2889.	Obi—Cuba.....	Clarksville.....	6.33	.....	9.90
965-A }			Cuba.....	3.11	0.46	.....
1091 ²	1577.....	Fillmore—Hume.....	Hume.....	....	.....	.....
1246	{ 1591, 1592, V-330, V-331	Friendship—Bolivar, Part 2.....	Wirt.....	3.12	.....	6.71
			Bolivar.....	1.14	1.26	.....
1259	3035.....	Belfast—Transit Bridge.....	Bolivar.....	....	1.19	.....
			Belfast.....	4.00	.....	4.00
1260	{ 1542, 1546, 1548, 1549, 3075, V —	Belvidere—Transit Bridge—Angelica	Amity.....	0.55	.....	.....
			Belfast.....	0.06	.....	8.64
1322	1572.....	Genesee—Portville.....	Angelica.....	6.06	1.97	.....
			Genesee.....	7.29	.....	7.29

¹ Part in Schoharie county. Total length 4.01 miles.
² Original contract forfeited.
³ Constructed as State Highway No. 5518 on Route No. 16.
⁴ Original contract accepted. All but 0.39 mile in Cuba village resurfaced under No. 965-A.
* Exclusive of villages.

ALLEGANY COUNTY — Concluded

COUNTY HIGHWAYS.

High-way No	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
1366	V-361, 362, 1554, 1555, 1556, 3067, 3661.....	{ Van Scoters Corners—Canaseraga—Garwoods..... } Burns.....		5.18	Canaseraga.....	1.70	.....	6.88	.....
			Towns.....	50.85	.....	.....	27.71	23.14	.....
			Villages.....	.....	.....	7.53	3.86	3.67	.....
			Cities.....	.....	.....	.....	.....	.....	.....
			Totals.....	50.85	.....	7.53	31.57	26.81	.....

STATE HIGHWAYS.

	Route No.	Sec-tion							
5023	16	2	Cuba—Black Creek, Part 1.....	Cuba.....	2.40	Cuba, v.....	0.43	2.83	.....
5129	4	8	Wellsville—Scio.....	{ Wellsville..... } Scio.....	0.71 3.60	Wellsville, v...	0.19	4.50	.....
5174 ¹	{ 4 14, 15 } 16	1	Cuba—Friendship.....	Cuba.....	2.76	Cuba, v.....	1.57	4.33	.....
5312 ²	Pet. V-1047			{ Cuba..... } Friendship.....	2.50 2.28	..... Friendship, v... .....	..... 1.15	5.93	.....
5312-A	4	12, 13	Cuba—Friendship, Part 2.....	Cuba.....	2.28	Friendship, v...	1.15	.....	.....

5312 B ¹	4	12	Cuba—Friendship.....	Friendship.....	0.14	Friendship, v..	0.03	0.17	....	.....
5341	4	10, 11	Friendship—Belmont.....	{ Friendship.....	3.75	.....	....	6.80	....	.....
				{ Amity.....	3.05	.....	.....	.....	....	.....
5419	{ 4	{ 5	Andover Village.....	Andover.....	....	Andover, v.....	1.51	1.51	....	.....
	{ Pet. V-1089									
5476	{ 4	{ 9	Belmont—Scio.....	Amity.....	3.23	Belmont, v....	1.41	4.64	....	.....
	{ Pet. V-1154									
5481	4	6	Wellsville—Andover.....	{ Wellsville.....	4.32	.....	....	7.22	....	.....
				{ Andover.....	2.90	.....	.....	.....	....	.....
5483	4	7	Wellsville Village.....	Wellsville.....	....	Wellsville, v...	0.76	0.76	....	.....
5502	4	1—4	Andover—Alfred Station—Almond.....	{ Andover.....	2.01	.....	....	12.06	....	.....
				{ Alfred.....	6.88	.....	....	.....	....	.....
5518	16	11, 12	Caneadea—Fillmore—Hume.....	Almond.....	3.17	.....	....	.....	4.75	.....
				Hume.....	4.75	.....	....	.....	2.58	.....
5532 ⁴	15	1	Arkport—Van Scoters Corners.....	Burns.....	2.58	.....	....	.....	.....	.....
5615	16	7-10	Balfast—Caneadea.....	{ Balfast.....	0.77	.....	....	.....	9.07	.....
				{ Caneadea.....	7.94	.....	....	.....	.....	.....
				{ Hume.....	0.36	.....	....	.....	.....	.....
				Towns.....	60.10	.....	....	43.70	16.40	.....
				Villages.....	....	.....	7.05	7.05	.....	.....
				Cities.....	....	.....	....	.....	.....	.....
				Totals.....	60.10	.....	7.05	50.75	16.40	.....

¹ Part in Cattaraugus county. Total length 4.65 miles.
² Original contract 6.10 miles. 4.78 miles cancelled and re-let as No. 5312-A.
³ Grade crossing elimination.
⁴ Total length 5.25 miles. Part in Steuben county.
⁵ Exclusive of villages.

BROOME COUNTY

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
47 ¹	134, 142...	Chenango River.....	{ Chenango..... Dickinson.....	0.06 1.69	..... .....	..... .....	1.75	....	.....
125 ²	148, 269...	Lestershire.....	Union.....	2.96	.....	.....	2.96	....	.....
126 ¹	149.....	Town Line Extension.....	Chenango.....	1.97	.....	.....	1.97	....	.....
127 ²	200.....	Park Bridge.....	Kirkwood.....	2.08	.....	.....	2.08	....	.....
134 ³	160.....	Fenton.....	Fenton.....	2.17	.....	.....	2.17	....	.....
174 ²	268.....	Endicott.....	Union.....	1.23	Endicott, v.....	0.95	2.17	....	.....
175 ¹	316.....	Chenango Towpath.....	Fenton.....	1.84	.....	.....	1.84	....	.....
209 ²	313.....	Nineveh.....	Colesville.....	0.93	.....	.....	0.93	....	.....
210 ⁴	314.....	Harpursville.....	Colesville.....	0.85	.....	.....	0.85	....	.....
211	312.....	Center Village.....	Colesville.....	0.57	.....	.....	0.57	....	.....
212	315.....	Ouaquaga.....	Colesville.....	1.01	.....	.....	1.01	....	.....
213	356.....	River Road—Windsor, Part 2.....	Windsor.....	2.83	.....	.....	2.83	....	.....
214	355.....	River Road—Windsor, Part 1.....	Windsor.....	1.87	.....	.....	1.87	....	.....
265 ¹	317.....	Deposit.....	Sanford.....	2.78	.....	.....	2.78	....	.....
266 ⁵	346.....	Tunnel.....	Colesville.....	1.70	.....	.....	1.70	....	.....
267 ⁶	276, 357...	Castle Creek.....	Chenango.....	6.00	.....	.....	6.00	....	.....
268 ⁷	267.....	Bridge.....	Chenango.....	1.00	.....	.....	1.00	....	.....
274 ¹	318.....	Gulf Bridge.....	Chenango.....	1.75	.....	.....	1.75	....	.....
275	351.....	Union—Malne.....	Union.....	3.04	.....	.....	3.04	....	.....
374	359, 361...	Maine.....	{ Union..... Maine.....	0.62 2.75	..... .....	..... .....	3.87	....	.....
375 ¹	471.....	Barker.....	Barker.....	0.62	.....	.....	0.62	....	.....
420 ²	364, 462...	Vestal.....	Vestal.....	3.69	.....	.....	3.69	....	.....
421	353, 354, 366	Conklin.....	Conklin.....	7.83	.....	.....	7.83	....	.....

444 ^a	262.....	Riverside Drive.....	Union.....	1.14	.....	.....	1.14	.....	.....
445	463.....	Lisle—Center Lisle.....	Lisle.....	2.70	.....	.....	2.70	.....	.....
834	350, 363...	Kirkwood—River.....	Kirkwood.....	7.48	.....	.....	7.48	.....	.....
858	472.....	Whitney Point—Upper Lisle.....	Triangle.....	4.27	.....	.....	4.27	.....	.....
902	370, 371...	Glen Aubrey—Whitney Point.....	Nanticoke.....	5.30	.....	.....	5.30	.....	.....
963	552.....	Port Crane—North Fenton.....	Fenton.....	6.02	.....	.....	6.02	.....	.....
1106	570.....	Harpurville—Ouaquaga.....	Coleville.....	5.09	.....	.....	5.09	.....	.....
1161	V-302, 3320	Lestershire Village: Main Street.....	Union.....	.....	.....	Johnson City, v.	0.88	.....	.....
1238	V-238, 3316	Union Vill.: Main and Nanticoke Sts	Union.....	.....	.....	Union, v.....	1.03	.....	.....
1239	V-240, 3317,								
	3318.....	Windsor Village: Main Street.....	Windsor.....	.....	.....	Windsor, v.....	0.68	.....	.....
1240	3186.....	Binghamton City: Conklin Avenue.....	Binghamton.....	0.04	.....	Binghamton, c.	0.87	0.91	.....
1241	2259.....	Chenango Forks—North Fenton.....	Fenton.....	2.32	.....	.....	2.32	.....	.....
1449	2250, 2921..	Maine—Glen Aubrey.....	Maine.....	5.35	.....	.....	.....	.....	5.35
1450	3650.....	Castle Creek—Whitney Point.....	Barker.....	6.93	.....	.....	.....	.....	6.93
1451	2253, 3099..	Stella—New Ireland.....	Dickinson.....	1.51	.....	.....	.....	4.70	.....
1486	V-353, 3648	Whitney Point—Lisle.....	Union.....	1.87	.....	.....	.....	.....	.....
1487	358, 3649..	Chenango Bridge—Kattelville.....	Maine.....	1.32	.....	.....	.....	.....	.....
			Triangle.....	0.43	.....	Whitney Pt., v.	1.32	.....	2.78
			Lisle.....	1.03	.....	.....	.....	.....	.....
			Chenango.....	4.08	.....	.....	.....	.....	4.08
			Towns.....	110.71	.....	.....	86.83	4.74	19.14
			Villages.....	.....	.....	.....	4.36	.....	.....
			Cities.....	.....	.....	.....	0.87	0.87	.....
			Totals.....	110.71	.....	.....	91.19	5.61	19.14

^a Included
^b Included
^c Included
^d 0.70 mile
^e 0.83 mile
^f Included
^g 0.80 mile
^h 2.82 miles
ⁱ Exclusive

BROOME COUNTY — Concluded

STATE HIGHWAYS.

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struc-tion	Miles ap-proved and awaiting contract
5022	4	8	Binghamton—Windsor, Part 1.....	{ Kirkwood..... Windsor.....	2.84 0.16	.....	.....	3.00	....	.....
5148	4	7	Binghamton—Windsor, Part 3.....	Windsor.....	3.68	.....	.....	3.68	....	.....
5200 ¹	7	14	Nineveh—Afton.....	Colesville.....	0.43	.....	.....	0.43	....	.....
5215 ²	4	17	Owego—Binghamton.....	Vestal.....	0.77	.....	.....	0.77	....	.....
5241 ³ 5241-A	4	6	Binghamton—Windsor, Part 4.....	Windsor.....	3.15	.....	.....	3.15	....	.....
5242 ⁴	7	8, 10	Port Crane—Sanitaria Springs.....	{ Fenton..... Colesville.....	2.63 0.59	.....	.....	3.22	....	.....
5243 5243-A 5243-B	7	11, 12	Sanitaria Springs—Harpursville....	Colesville.....	8.96	.....	.....	8.96	....	.....
5338 ⁵ 5338-A	4	1, 3-5 Pet. V-1079	Windsor—Deposit.....	{ Windsor..... Sanford.....	5.67 5.21	Windsor, v..... Deposit, v.....	1.63 0.85	13.36	....	.....
5339	4	10	Binghamton City: Court Street.....	.....	.....	Binghamton, c.	1.05	1.05	....	.....
5377 ⁷	4	12, 14	Riverside Drive—Binghamton.....	{ Union.....	0.25	Johnson City, v. Binghamton, c.	0.17 1.49	1.66	....	0.25
5390	4	9 Pet. V-1156	Binghamton City: State Hospital....	.....	.....	Binghamton, c.	0.83	0.83	....	.....
5412 ⁸	4	16	Union Village: Main and Bridge Streets.....	Union.....	.....	Union, v.....	0.28	0.28	....	.....
5413	8	2	Binghamton City: Fron Street.....	.....	.....	Binghamton, c.	0.82	0.82	....	.....
5440	7 Pet. V-1190	5	Binghamton City: North Chenango Street.....	.....	.....	Binghamton, c.	0.41	0.41	....	.....

5506 {	7 Pet. V-1003	6 } Port Dickinson Village: North Che- nango Street.....	Dickinson.....	Pt. Dickinson, v	1.27	1.27	.....
		Towns.....	34.34	.....	.....	34.09	0.25
		Villages.....	.....	.....	4.20	4.20	.....
		Cities.....	.....	.....	4.60	4.60	.....
		Totals.....	34.34	.....	8.80	42.89	0.25

CATTARAUGUS COUNTY

COUNTY HIGHWAYS.		Petition No.					
601*	1727, 1728..	Olean—Allegany.....	.....	Olean, s.....	0.78	3.09	.....
695 "	2231.....	Otto—Cattaraugus.....	Allegany.....	Allegany, v.....	1.06	.....	.....
696 "	2230.....	Otto—East Otto, Part 1.....	New Albion.....	.....	.....	1.21	.....
697 "	2229..	Otto—East Otto, Part 2.....	Otto.....	.....	.....	4.04	.....
730	1725.....	Portville—Olean, Part 1.....	East Otto.....	.....	.....	2.27	.....
731	1726.....	Portville—Olean, Part 2.....	Portville.....	.....	.....	3.46	.....
872	V-34, 1725..	Portville Village.....	.....	Olean, s.....	1.24	2.06	.....
			Olean.....	.....	.....	.....	.....
			Portville.....	Portville, v...	0.65	0.65	.....

and No. 5243-B (4.29 miles).
contract 13.36 miles in Broome county. 3.08 miles cancelled and relet as part of No. 5338-A.
omitted from construction.

it, \$20,500 were appropriated from first fifty million, \$12,363.66 special appropriation.

CATTARAUGUS COUNTY — Continued

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
958	789.....	Gowanda—Dayton.....	Persia.....	1.52	.....	.....	4.27	....	.....
959	2785.....	Randolph—Rutledge, Part 2.....	Dayton.....	2.75	.....	.....	.....	....	.....
960	2784.....	Rutledge—Leon, Part 2.....	Conewango.....	3.86	.....	.....	3.86	....	.....
1024	V-166, 2993.	Gowanda Village.....	Leon.....	2.80	.....	.....	2.80	....	.....
1170	3204.....	Yorkshire Hamlet: Main Street.....	Persia.....	....	Gowanda, v....	0.77	0.77	....	.....
1254	2968, 3027..	Rutledge—Leon, Part 1.....	Yorkshire.....	0.44	.....	.....	0.44	....	.....
1269	1732, 1733, 3090.....	Little Valley—Cattaraugus, Part 1..	Conewango.....	2.97	.....	.....	.....	4.43	.....
1275	3581.....	Little Valley—Cattaraugus, Part 2..	Leon.....	1.46	.....	.....	5.62	....	.....
1305	3203, 3704..	Salamanca—Ellicottville, Part 1.....	Little Valley.....	0.67	Little Valley, v	0.73	.....	3.95	.....
1479	1754.....	Arcade—Farmersville, Pt. 2.....	Manasfield.....	0.18	.....	.....	.....	.....	4.15
1480	3675.....	Leon—Wesley, Part 1.....	New Albion.....	4.04	.....	.....	.....	.....	3.00
			New Albion.....	2.26	Cattaraugus, v.	1.69	.....	.....	.....
			Great Valley.....	4.40	.....	.....	.....	5.47	.....
			.....	....	Salamanca, c...	1.07	.....	.....	.....
			Freedom.....	4.15	.....	.....	.....	.....	4.15
			Leon.....	8.00	.....	.....	.....	.....	3.00
			Towns.....	47.55	.....	.....	27.62	12.78	7.15
			Villages.....	....	.....	4.90	4.90	.....	.....
			Cities.....	....	.....	3.09	2.03	1.07	.....
			Totals.....	47.55	.....	7.99	34.54	13.85	7.15

STAT Highway.

Route No.	Section	Location	Distance	Rate
5066	4	Olean—Hinsdale, Part 1	2.94	2.94
5069	4	Olean City	0.36	0.36
5137	1—3	Olean—Hinsdale—Cuba	8.51	8.53
5174	1	Cuba—Friendship	0.32	0.32
5258	4	Hinsdale	0.38	0.38
5258-A	15	Cold Spring	0.04	0.04
5259	4	Napoli	0.10	0.10
5259-A	12	Conewango	1.00	1.00
5264	4	Randolph	2.00	2.00
5265	10, 11	Randolph	3.13	3.13
5265-A	6	Little Valley	5.32	5.32
5405	7	Salamanca—Little Valley, Part 2	4.30	4.30
5418	9	Allegany—Vandalia	0.15	0.15
5420	8	Salamanca—Little Valley, Part 1	4.16	4.16
		Allegany Village, Main Street	Allegany, v.	Allegany, v.
		Great Valley	2.78	2.78
		Carrollton	1.63	1.63
		Allegany	0.14	0.14
		Carrollton	0.47	0.47
		Carrollton	3.27	3.27

in
in
R
ship and 0.15 mile in village cancelled and relet as No 5259-A.
cancelled and relet as No. 5265-A. Part in Allegany Indian Reservation.
vation.
was originally built as No. 601.

* Exclusive of villages.

CATTARAUGUS COUNTY — Concluded

STATE HIGHWAYS.				Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.	Route No.	Sec- tion									
5543	17	1, 2	{	Hinsdale—Franklinville, Part 1	Hinsdale	1.09				6.98	
					Ischua	5.89					
5544	17	3, 4	{	Hinsdale—Franklinville, Part 2	Franklinville	5.53	Franklinville, v.	1.35		6.88	
	Pet. V-1198										
5607	17	5, 6	{	Franklinville—Machias	Farmersville	1.84				4.73	
					Machias	2.89					
5608	17	7		Machias—Delavan, Part 1	Machias	2.17				2.17	
						Towns			28.35	24.76	
						Villages		6.28	4.93	1.35	
						Cities		4.52	4.52		
						Totals		10.80	37.80	26.11	

CAYUGA COUNTY

COUNTY HIGHWAYS.				Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.	Route No.	Sec- tion									
383	126			Owasco	Owasco	2.19			2.19		
384	519, 574			Fleming	Fleming	3.17			3.17		
590 ¹	1181, 1460			Auburn—Seneca Falls, Part 1	Aurelius	7.96			7.96		
591	1162, 1470			Moravia—Niles	Niles	5.33			10.85		
					Moravia	5.52					
592 ²	1198, 1459			Auburn—Elbridge	Sennett	4.87			5.53		
					Brutus	0.66					

614	1161, 1461..	Auburn—Owasco.....	Owasco.....	6.08	.....	6.08	.....
684	1199, 1200..	Cato—Meridian—Baldwinsville, Pt.1 {	Ira.....	1.19	.....	4.40	.....
685 3	1286, 1482..	Sterling—Oswego County Line.....	Cato.....	3.21	.....	4.87	.....
686 4 {	1189, 1194, V-22.....	Woodsport—Cato.....	Sterling.....	4.87	.....		.....
686-A	1189, 1194..	Woodsport—Cato.....	Brutus.....	0.98	.....		.....
687	1482, 1483..	Fairhaven—Sterling—Martville.....	Cato.....	6.52	0.50	8.60	.....
687-A	1482.....	Fairhaven—Sterling—Martville.....	Ira.....	.....	0.60		.....
752 {	1463, 2449 2440, 1464..	Auburn—Wyckoff.....	Brutus.....	0.06	.....		0.12
753	1186.....	Fleming—Scipio.....	Cato.....	0.06	.....		.....
852	V-13.....	Meridian Village.....	Sterling.....	5.30	.....	5.30	.....
1016 {	1473, 2254, 3080.....	Groton—Locke—Moravia.....	Sterling.....	0.12	0.05	0.17	.....
1173 {	3153, 3362, V-231, V-274	Auburn—Union Springs.....	Owasco.....	0.11	.....	2.75	.....
1174	3161.....	Victory—Cato.....	Fleming.....	2.64	.....	1.40	.....
			Cato.....	1.40	.....	0.81	.....
			Locke.....	6.24	.....	7.96	.....
			Moravia.....	0.50	1.22		.....
			.....	.....	0.13	9.62	.....
			Aurelius.....	4.26	.....		.....
			Springport.....	3.97	1.26		.....
			Victory.....	4.14	.....		.....
			Conquest.....	0.33	.....	5.51	.....
			Ira.....	0.52	.....		.....
			Cato.....	0.01	0.51		.....

¹ Included in State Route No. 6.

² Original contract 4.88 miles; 4.87 miles constructed.

³ Original contract 5.61 miles; 5.53 miles constructed.

⁴ Original contract 8.72 miles; 8.60 miles constructed.

* Exclusive of villages.

Included in State Route No. 6.

CAYUGA COUNTY — Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1175	2883, V-270	Fairhaven Village.....	Sterling.....	0.42	Fairhaven, v...	1.40	1.82	.....	.....
1317	{ 1194, 2727, V-334, V-343 }	Auburn—Weedsport.....	.....	.....	Auburn, c.	0.74	.....	8.00	.....
			Sennett.....	4.08	.....	.....	.....	.....	.....
			Brutus.....	2.11	Weedsport, v..	1.07	.....	.....	.....
1327	1187.....	Fleming—Scipio, Part 2	Scipio	6.06	.....	.....	.....	6.06	.....
1414	1478	Venice Center—Genoa.....	Venice.....	5.45	.....	.....	.....	5.45	.....
				100.33	.....	.....	82.51	17.82	.....
				Villages.....	.....	7.42	6.35	1.07	.....
				Cities.....	.....	0.87	0.13	0.74	.....
				Totals.....	.....	8.29	88.99	19.63	.....

STATE HIGHWAYS.

Route No.	Section								
5012	11	7	Fleming—Auburn.....	Fleming.....	2.75	.....	2.75	.....	.....
5042 ¹	6	7	Auburn—Seneca Falls, Part 2.....	Montezuma.....	0.38	.....	0.38	.....	.....
5101	{	6	Auburn Ci'y.....	.....	.....	Auburn, c.....	2.03	.....	.....
		3							
5244	11	4—6	Poplar Ridge—Fleming.....	{	Venice.....	1.74	.....	11.52	.....
					Sciplo.....	6.08	.....	
					Fleming.....	3.70	.....	

5525	11	2, 3	King Ferry—Poplar Ridge	Ledyard	1.09	.....	.....	.....	4.58	.....
				Venice	2.32	.....	.....	.....
				Genoa	1.17	.....	.....	.....
5609	20	3, 4	Port Byron—Weedsport	Ments	1.26	.....	Port Byron, v..	1.03	.....	3.89
				Brutus	1.05	.....	Weedsport, v...	0.55	.....
5610	20	5	Montezuma—Port Byron	Montezuma	2.18	.....	.....	.....	.....	4.39
				Ments	2.21	.....	.....	.....	.....
					Towns	25.88	.....	.....	19.18	6.70
					Villages	.....	.....	1.58	.....	1.58
					Cities	.....	.....	2.03	2.03	.....
					Totals	25.88	.....	8.61	21.21	8.28

CHAUTAUQUA COUNTY

COUNTY HIGHWAYS.			Petition No.							
698 ¹	628	Falconer—Kennedy	Ellicott	1.03	.....	.....	.....	1.03	.....	.....
857	2307, 2352..	Roberts Road	Sheridan	0.57	.....	.....	.....	1.62	.....	.....
			Dunkirk	1.05	.....	.....	.....		.....	.....
873	2301	Brocton—Stockton, Part 1	Portland	2.93	.....	.....	.....	2.93	.....	.....
998	2304, 2890..	Cassadaga—Fredonia	Pomfret	5.58	.....	.....	.....	5.58	.....	.....
999	2320	Cutting—French Creek	French Creek	6.63	.....	.....	.....	6.63	.....	.....
940	2325, 2327..	Jamestown—Frewsburg	Kiantone	3.37	.....	.....	.....	4.24	.....	.....
			Carroll	0.87	.....	.....	.....		.....	.....

¹ Total length 3.33 miles. Part in Seneca county.
² Included in State Route No. 4.

Towns.....	64.98	.....	.....	30.65	24.29	10.04
Villages.....	.....	.....	5.35	2.35	3.00	.....
Cities.....	.....	.....	1.33	0.59	0.74	.....
Totals.....	64.98	.....	6.68	33.59	28.03	10.04

STATE HIGHWAYS.

	Route No.	Section				
5053	4	3	Levant—Poland Center.....	Poland.....	2.54	.....
5067	4	5	Falconer Village.....	Ellicott.....	.....	.....
5151	4	1, 2	Poland Center—Waterboro.....	Poland.....	5.20	.....
5201	4	7	Jamestown City.....	.....	.....	.....
			Pet. V-1076	Jamestown, o..	1.48	.....
5217	4	8	Jamestown—Bemus Point.....	.....	.....	.....
5217-A	4	8	Jamestown—Bemus Point.....	Ellicott.....	2.23	.....
5245	4	9	Bemus Point—Dewittville.....	Ellery.....	5.73	.....
5245-A	4	9	Bemus Point—Dewittville.....	Ellery.....	4.66	.....
5262	18	5	Fredonia—Silver Creek, Part 1.....	Pomfret.....	0.90	.....
5263	4	10	Dewittville—Mayville.....	Sheridan.....	0.51	.....
5263-A	4	10	Dewittville—Mayville.....	Chautauqua.....	4.66	.....
5320	4	12	Westfield Village.....	Westfield.....	.....	.....
			Pet. V-1078	Westfield, v....	1.07	.....
5434	4	11	Mayville—Westfield.....	Chautauqua.....	2.54	.....
			Mayville—Westfield.....	Westfield.....	1.90	.....

1 0.18 mile in Charlotte and 1.33 miles in Stockton, cancelled and re-let as No. 1012-A.
2 Original contract 7.96 miles. 6.82 miles cancelled and re-let as No. 5217-A.
3 Original contract cancelled. Re-let as No. 5245-A.
4 Original contract cancelled. Re-let as No. 5263-A.
* Exclusive of villages.

CHAUTAQUA COUNTY — Concluded

STATE HIGHWAYS.				Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
High-way No.	Route No.	Sec-tion									
5434-A	4	11		Mayville—Westfield.....	Westfield.....	0.05			.....	0.05	.....
5452	18	9	{	Irving—Silver Creek.....	Hanover.....	2.94	Silver Creek, v	0.59	3.53	....	.....
	Pet. V-1176										
5593	4	10½		Mayville Village: Erie Street.....	Chautauqua.....	....	Mayville, v...	0.79	.....	0.79	.....
						Towns.....		....	22.33	11.53	.....
						Villages.....		6.40	4.76	1.64	.....
						Cities.....		1.48	1.48	.....	.....
						Totals.....		7.88	28.57	13.17	.....

CHEMUNG COUNTY

COUNTY HIGHWAYS.			Petition No.								
13	52.....			Southport, Part 1.....	Southport.....	2.60		....	2.60	....	.....
28	52.....			Southport, Part 2.....	Southport.....	3.41		....	3.41	....	.....
29	52.....			Southport, Part 3.....	Southport.....	1.06		....	1.06	....	.....
30	53.....			South Broadway.....	Southport.....	1.02		....	1.02	....	.....
855	225.....			Wellsburg—Elmira.....	Southport.....	1.47		....	4.51	....	.....
356¹	485.....			Erin—Horseheads.....	Ashlands.....	3.04		....	9.22	....	.....
357²	486.....			Grand Central Avenue, Part 1.....	Horseheads.....	6.10		....	1.57	....	.....
					Erin.....	3.12		....		
					Elmira.....	0.08		....		
					Horseheads.....	1.49		....		

358 ¹	487.....	Horseheads—Corning.....	Horseheads.....	1.15	.....	.....	7.08	.....
			Big Flats.....	5.93	.....	.....
725 ²	486, 2489..	Grand Central Avenue, Part 2.....	Elmira.....	.....	Elmira Hgts., v.	0.27	0.90	.....
			Horseheads.....	.....	Elmira Hgts., v.	0.63		.....
888	908.....	Horseheads—Catlin.....	Big Flats.....	3.30	.....	.....	3.72	.....
			Catlin.....	0.42	.....	.....		.....
946	2905, 2906..	Fitch Bridge—Elmira.....	Big Flats.....	0.23	.....	.....	1.98	.....
			Elmira.....	1.75	.....	.....		.....
1093	3178, V-193	Elmira City: West Church Street.....	.....	.....	Elmira, c.....	0.36	0.36	.....
1094	3179, V-193	Elmira City: Pennsylvania Avenue.....	.....	.....	Elmira, c.....	1.10	1.10	.....
1095	3180, V-193	Elmira City: South Broadway.....	.....	.....	Elmira, c.....	1.12	1.12	.....
1096	3177, V-193	Elmira City: Maple Avenue.....	.....	.....	Elmira, c.....	0.51	0.51	.....
1195	3461, V-317	{ Elmira City: Division Street and Grand Central Avenue.....	.....	.....	Elmira, c.....	1.14	1.14	.....
1310	2927, 3012..	Seely Creek—Steuben County Line.....	Southport.....	4.02	.....	.....	4.02	.....
1311	909.....	Erin—Van Etten—Spencer, Part 1..	Erin.....	4.22	.....	.....	6.87	.....
			Van Etten.....	2.65	.....	.....		.....
			.....	.....	Elmira, c.....	1.19		.....
1378	V-368, 3570	Elmira—North Elmira.....	Elmira.....	0.09	Elmira Hgts., v.	0.42	4.14	.....
			Horseheads.....	.....	Elmira Hgts., v.	0.67		.....
			Horseheads.....	1.65	Horseheads, v..	0.12		.....
			Towns.....	48.80	.....	.....	36.17	12.63
			Villages.....	.....	.....	2.11	0.90	1.21
			Cities.....	.....	.....	5.42	4.23	1.19
			Totals.....	48.80	.....	7.53	41.30	15.03

¹ Included in State Route No. 9.
² Included in State Route No. 4.
³ Original contract 7.14 miles. 7.08 miles constructed. Included in State Route No. 4.
* Exclusive of villages.

CHEMUNG COUNTY — Concluded

STATE HIGHWAYS.				Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract		
Highway No.	Route No.	Section											
5048	4	4	{	Lowman—Waverly, Part 1	{ Ashland	0.11			2.51				
					{ Chemung	2.40							
5162	{ 4	{ 12	{	Horseheads Village	Horseheads		Horseheads, v.	1.91	1.91				
	9	1											
5207	4	5	{	Elmira—Lowman	{ Elmira	3.92			5.47				
					{ Ashland	1.55							
5208 ⁴	12	{ 1, 2			{ Horseheads—Montour Falls	{ Horseheads	1.75	Horseheads, v.	0.67	8.80		0.40	
5208-A						{ Catlin	0.87						
					{ Veteran	5.91							
5218	4	3	{	Lowman—Waverly, Part 2	Chemung	4.27			4.27				
5289 ²	4	1			Chemung	2.68			2.68				
5392	{ 4	{ 6	{	Elmira City: East Water Street			Elmira, c.	0.76	0.76				
	Pet. V-1130												
5432 ¹	39-A	1, 2	{	Horseheads—Cayuta	{ Horseheads	1.07			7.86				
					{ Veteran	6.79							
						Towns	31.32		23.06	7.86	0.40		
						Villages		2.58	2.58				
						Cities		0.76	0.76				
						Totals	31.32	3.34	26.40	7.86	0.40		

CHENANGO COUNTY

COUNTY HIGHWAYS.				Name of highway	Town	Petition No.	Miles completed	Miles under construction	Miles approved and awaiting contract
Highway No.	Route No.	Sec- tion							
112	119		{	Norwich—Plymouth	{ Norwich	1.09			4.84
					{ Plymouth	3.75			

CHENANGO COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
704	502, 503	New Berlin—Columbus	{ New Berlin Columbus Sherburne	0.99			4.1		
705	1509	Sherburne—Furman Mill		3.72					
706 ¹	771-B	North Norwich—Sherburne		3.81			3.81		
707 ²	771-C & J.	Smithville Flats—Long Pond	Smithville						
806	771, V-250.	South New Berlin—New Berlin, Part 2		1.83					1.83
807	771	Kirk—North Pharsalia	{ New Berlin Plymouth Pharsalia	4.15	New Berlin, v.	1.48	5.63		
808 ³	2717	Norwich Village		1.92					5.68
809	771, 2718	Smyrna Village		3.76					
1013	3069	Plymouth Hamlet	Smyrna		Norwich, c.	1.00	1.00		
1014	3068	McDonough Hamlet	Plymouth	0.19	Smyrna, v.	0.70	0.70		
1156	V-192, 3423.	Oxford Village	McDonough	0.08			0.19		
1171	2893, V-244, 771	Afton—Coventry. Part 1, and Coventry—Bettsburg	Oxford		Oxford, v.	0.82	0.08	0.82	
1394	771	Norwich—So. New Berlin, Pt. 2, & So. New Berlin—New Berlin, Pt. 1	Afton	5.60		1.52			7.12
1395	771 (52)	East Guilford—Rockdale	New Berlin	7.09				7.09	
1473	771 (45)	Otselic—Smyrna, Part 1	Guilford	2.91				2.91	
			Otselic	2.19					
			Smyrna	0.87				3.06	

Towns.....	106.08	.....	.....	79.91	13.06	13.11
Villages.....	.....	.....	4.52	2.18	0.82	1.52
Cities.....	.....	.....	1.00	1.00	.....	.....
Totals.	106.08	.....	5.52	83.09	13.88	14.63

STATE HIGHWAYS.

	Route No.	Section							
5013	7	5, 7	Bainbridge—Unadilla, Part 1	Bainbridge	2.40	Bainbridge, v.	1.13	3.62	.....
5057	8	10	Norwich Village	.....	.....	Norwich, c.	0.51	0.51	.....
5121	{ 8 13, 14, 16		North Norwich—Sherburne	{ Sherburne	1.91	Sherburne, v.	0.54	6.88	.....
	Pet. V-1042			{ North Norwich	4.43	.....	.....	.....	.....
5200 ⁴	7	1, 2	Nineveh—Afton	Afton	4.29	Afton, v.	0.89	5.18	.....
	Pet. V-1055			.....	.....	.....	.....	.....	.....
5216	7	8	Bainbridge—Unadilla, Part 2	Bainbridge	1.07	.....	.....	1.07	.....
5260	10	2	Long Pond—Smithville Flats	Smithville	3.01	.....	.....	3.01	.....
5261	7	3, 4	Afton—Bainbridge	{ Afton	2.31	.....	.....	4.44	.....
				{ Bainbridge	2.13	.....	.....	.....	.....
5261-A ⁴	7	3	Afton—Bainbridge	Afton	0.15	Afton, v.	0.57	.....	0.72
	8	15		.....	.....	.....	.....	.....	.....
5301	Pet. V-1062		Sherburne Village	Sherburne	.....	Sherburne, v.	0.40	0.40	.....
	Pet. V-1105			.....	.....	.....	.....	.....	.....

10. 8.
was not on approved system. Included in State Route No. 10 and 3.01 miles constructed as No. 5300.

miles

11
24
26
41
51
5

CHENANGO COUNTY — Concluded

STATE HIGHWAYS.										
High- way No.	Route No.	Sec- tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
5414	{	{	Norwich—Oxford	.....	.....	Norwich, c.....	0.72	9.64	.....	.....
				Norwich.....	4.33	.....	.....	
				Preston.....	0.19	.....	.....	
				Oxford.....	2.84	Oxford, v.....	1.56			
5454	7	6	Robbins Crossing.....	Bainbridge.....	0.20	.....	.....	0.20	.....	.....
5565	{	{	Chenango Forks—Greene.....	Greene.....	6.79	Greene, v.....	0.99	.....	7.78	.....
				Sherburne.....	4.02	.....	.....	4.02	.....
5568	8	17	Sherburne—Earlville.....	Sherburne.....	.....	.....	.....	.....	.....	.....
5585 ¹	8	18	Earlville—Hamilton.....	Sherburne.....	.....	Earlville, v.....	0.59	.....	0.59	.....
5623	{	{	Oxford—Soldiers' Home.....	Oxford.....	0.56	Oxford, v.....	0.74	.....	1.30	.....
				Pet. V-1223	.....	.....	.....	.....	.....
					Towns.....	40.72	.....	33.22	7.35	0.15
					Villages.....	.....	7.41	4.52	2.32	0.57
					Cities.....	.....	1.23	1.23	.....	.....
					Totals.....	40.72	8.64	38.97	9.67	0.72

CLINTON COUNTY

COUNTY HIGHWAYS.			Petition No.			
56	73.....	Plattsburg—Keeseville, Part 1.....	2.82	.....	2.82	.....
57 ²	72.....	Windsor, Part 1.....	1.00	.....	1.00	.....

136 ³	72.....	Windsor, Part 2.....	Champlain.....	1.75	.....	1.75	.....
137	73.....	Plattsburg—Keeseville, Part 2.....	Plattsburg.....	0.45	.....	4.52	.....
138	231-A.....	Plattsburg—Mooers, Part 1.....	Peru.....	4.07	.....	7.57	.....
258	73-A.....	Plattsburg—Keeseville, Part 3.....	Beekmantown.....	0.04	.....	5.44	.....
259	231.....	Plattsburg—Mooers, Part 2.....	Chazy.....	7.53	.....	7.34	.....
260	231.....	Plattsburg—Mooers, Part 3.....	Peru.....	2.71	.....	4.31	.....
433 ³	715.....	Chazy—Chazy Landing; Obers Corners—Sootia.....	Ausable.....	2.73	.....	
476 ⁴	730.....	Ausable Forks—Clintonville.....	Plattsburg.....	2.24	.....	
533	814.....	West Chazy—Chazy.....	Beekmantown.....	5.10	.....	
651 ⁴	730, 2556..	Clintonville—Keeseville.....	Chazy.....	0.86	.....	
652	977.....	Champlain—Perrys Mills.....	Altona.....	0.06	.....	
776	2458.....	West Plattsburg.....	Mooers.....	3.39	.....	
777	69.....	Plattsburg—Cadyville, Part 1.....	Chazy.....	4.60	.....	
778 ⁵	120, 2172..	Mooers—Mooers Forks.....	Black Brook.....	2.78	.....	
			Ausable.....	2.60	.....	
			Chazy.....	6.34	.....	
			Ausable.....	5.58	.....	
			Champlain.....	3.25	.....	
			Plattsburg.....	7.26	.....	
			Plattsburg.....	3.94	.....	
			Schuyler Falls.....	0.39	.....	

¹ Total length 6.18 miles. Part in Madison county.
² Included in State Route No. 30.
³ 0.40 mile included in State Route No. 22.
⁴ Included in State Route No. 22.
⁵ Constructed as State Highway No. 5102 on Route No. 30.
* Exclusive of villages.

CLINTON COUNTY — Concluded

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
779 ¹	72.....	Plattsburg—Ingraham.....	Plattsburg.....	.....	.....	.....	.....	.....	2.30
			Beekmantown.....	2.30	.....	.....	.....	.....
822	69.....	Cadyville—Moffittsville.....	Plattsburg.....	0.46	.....	.....	6.72	.....	.....
			Saranac.....	6.26	.....	.....	.....	.....	.....
859 ²	V-15.....	Keeseville Village.....	Ausable.....	.....	Keeseville, v....	0.67	0.67	.....	.....
930	2897.....	Mooers Village.....	Mooers.....	.....	Mooers, v.....	0.32	0.32	.....	.....
1008	2606.....	Battleman Road.....	Champlain.....	1.28	.....	.....	1.28	.....	.....
1204	3022.....	Plattsburg City: Broad Street.....	.....	.....	Plattsburg, c...	0.80	0.80	.....	.....
1398	69, 3626....	Moffittsville—Franklin Co. Line....	Saranac.....	5.43	.....	.....	.....	10.46	.....
			Black Brook.....	5.03	.....	.....	.....	.....	.....
1488	2462, 2463..	Altona—Obers Corners.....	Altona.....	5.63	.....	.....	.....	.....	5.95
			Chazy.....	0.32	.....	.....	.....	.....	.....
1489	72.....	Chazy—Champlain.....	Champlain.....	3.34	.....	.....	.....	.....	3.34
			Towns.....	101.54	.....	.....	79.49	10.46	11.59
			Villages.....	.....	.....	0.99	0.99	.....	.....
			Cities.....	.....	.....	0.80	0.80	.....	.....
			Totals.....	101.54	.....	1.79	81.28	10.46	11.59

STATE HIGHWAYS.

	Route No.	Sec-tion			
5056	22	4	Keeseville—Ausable Chasm.....	Ausable.....	0.68
5102	30	6, 7	Mooers Forks—Champlain, Part 1..	Mooers, v.....	1.48
				Keeseville, v....	1.58
				Mooers, v.....	1.48
					2.26
					6.52

5191	22	7, 8	Plattsburg—Ausable Chasm, Part 1.	{	Plattsburg.....	3.24	.....	.....	6.89	.....
5197	22	9, 10	Plattsburg City.....		Peru.....	3.65	.....	.....
5199	22	14, 15	Chazy—Rouses Point	{	Chazy	1.18	Plattsburg, c... 1.79	.....	1.79	.....
	22	16			Champlain.....	7.07	.....	.....	8.25	.....
5228	{	1	Rouses Point Village.....		Champlain.....	.....	Rouses Point, v 2.24	.....	2.24	.....
	30		Pet. V-1095							
5311 ¹	22	5, 6	Plattsburg—Ausable Chasm, Part 2.	{	Peru.....	1.62	.....	.....	3.35	.....
5337	22	17	Rouses Point—Canadian Line.....		Ausable.....	1.73	.....	.....
5475	{	9-A	Plattsburg City: Peru and Char-		Champlain.....	1.91	Rouses Point, v 0.45	.....	2.36	.....
	22		Pet. V-1178 } lotte Streets.....			.....	Plattsburg, c... 0.30	.....	0.30	.....
5485	30	8, 9	Moovers Forks—Ellenburg Depot...	{	Moovers.....	7.26	.....	.....	9.63	.....
					Altona.....	1.81	.....	.....
5520	30	10-12	Ellenburg Depot—Franklin County	{	Ellenburg.....	0.56	.....	.....	11.83	.....
			Line.....		Ellenburg.....	4.22	.....	.....
5594	22	11	Plattsburg—Ingraham, Part 1.....	{	Clinton.....	7.61	.....	.....	.....	3.79
					Plattsburg.....	1.57	.....	.....
					Beekmantown.....	2.22	.....	.....
<div><div>¹ Included in State Route No. 22. Original plans 6.09 miles. 3.79 miles constructed as No. 5594.</div><div>² Part in Essex county. Total length 1.24 miles.</div><div>³ Total length 4.92 miles. Part in Essex county.</div><div>* Exclusive of villages.</div></div>										
			Towns.....			51.37	.....	.....	47.58	3.79
			Villages.....			.....	.....	5.75	5.75	.....
			Cities.....			.....	.....	2.09	2.09	.....
			Totals.....			51.37	.....	7.84	55.42	3.79

COLUMBIA COUNTY

COUNTY HIGHWAYS.											
High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract		
4 ¹	7	Pittsfield—New Lebanon	New Lebanon	1.23			1.23				
341 ²	310	Stockport—Hudson	{Greenport		Hudson, c	0.09	2.60				
342	522	Chatham—Chatham Center, Part 2		1.12			1.12				
540 ³	1047	Chatham—Spencertown	{Chatham	0.10			4.32				
589 ³	1634	Nevis—Blue Store	Ghent	1.76			3.81				
615 ¹	1522, 1629, 2020		Austerlitz	2.46							
649 ⁴	2021	New Lebanon—Brainard	Clermont	3.81							
650	2121	Hudson—Hollowville	New Lebanon	8.03			8.03				
762	2121	Craryville—State Line	Stockport	1.02			1.02				
763 ⁵	2121	Hollowville—Craryville	{Greenport	1.01			5.66				
827 ⁶	2543	Chatham Center—Riders Mills	Claverack	4.65			6.02				
1112	2976, 3330	Stockport Station—Stockport	Copake	1.21							
1113	3065	Germantown—Clermont	Hillsdale	4.81			7.14				
1152	3028	Smith Corners—Stockport Dock	Claverack	5.20							
1230	3221	Harlemville—Mellenville	Hillsdale	0.48							
			Taghkanic	0.45							
			Copake	1.01			6.70				
			Chatham	6.70							
			Stockport	1.85			1.85				
			Germantown	3.01			5.80				
			Clermont	2.79			1.18				
			Stockport	1.18			4.97				
			Hillsdale	0.49							
			Ghent	2.12							
			Claverack	1.30	Philmont, v	1.06					

[illegible]

o. 9
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July

Route No. 9.
July 21, 1916.

DELAWARE COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
24 ¹		Delaware River Road.....							
36 ²	83-A.....	Griffins Corners.....	Middletown.....		Fleischmanns..	1.57	1.57		
145	82.....	Delaware River.....	Delhi.....	1.00			1.00		
164 ³	246.....	Downesville.....	Walton.....	4.20					4.20
216 ⁴	244.....	Roxbury.....	Roxbury.....	0.95			0.95		
217 ²	245.....	Grand Gorge.....	Roxbury.....	1.00			1.00		
239 ²	235.....	Fleischmanns—Margaretville.....	Middletown.....	4.95	Fleischmanns..	0.01	4.96		
747	445, 577....	Delhi—Bloomville.....	{ Delhi..... Kortright.....	{ 3.76 2.15			5.91		
951	327.....	Bovina Center—South.....	Bovina.....	2.34			2.34		
952	2912, 2913..	Hobart—Stamford.....	{ Stamford..... Harpersfield.....	{ 0.80 2.54	Hobart, v..... Stamford, v....	1.09 0.23	4.66		
982	2908, 2910, 2911.....	Delhi—Andes.....	{ Delhi..... Bovina..... Andes.....	{ 5.52 3.40 2.11	Delhi, v..... Andes, v.....	0.81 1.53	13.37		
983	326.....	Franklin—Treadwell, Part 1.....	Franklin.....	2.56			2.56		
1270	{ 3111, 3119, V-345, 3580 }	Meridale—Delhi.....	{ Meredith..... Delhi.....	{ 4.09 2.34			7.69		
1271	3118, 3494..	Rock Rift—Colchester.....	Walton.....	10.23	Walton, v.....	1.17		11.40	
1272	3117.....	Colchester—Delancey.....	Hamden.....	5.84				5.84	
1273	3116, 3392..	Downsville Hamlet: Main Street, Maple Avenue and Creamery St..	Colchester.....	2.50			2.50		
1439	{ V-357, 3115, 3114..... }	Sidney—Masonville.....	{ Sidney..... Masonville.....	{ 1.87 3.94	Sidney.....	0.70		6.51	

1440	{ V-372, 3113, 3396..... }	Franklin—Unadilla, Part 1.....	Franklin.....	2.51	Franklin.....	0.83	.....	3.39	.....
1441	V-371, 3112	Delancey—Delhi.....	Delhi.....	2.28	Delhi.....	2.03	.....	4.31	.....
<hr/>									
		Towns.....	72.88				42.01	26.67	4.20
		Villages.....				11.28	6.50	4.78	.....
		Cities.....							.....
		Totals.....	72.88			11.28	48.51	31.45	4.20

STATE HIGHWAYS.

Route No.	Section								
5045	4	11	Deposit—Hales Eddy.....	Deposit.....	2.68	Deposit.....	0.36	3.04	.....
5167	4	9, 10	Hales Eddy—Hancock.....	{ Deposit.....	4.35	.....	.....	8.64	.....
				{ Hancock.....	4.29	.....	.....		.....
5177*	5	1	Pine Hill—Griffin Corners.....	Middletown.....	1.31	Fleischmanns.....	0.03	1.34	.....
5246*	4	7	Hancock—East Branch, Part 2.....	Hancock.....	6.50	.....	.....	6.50	.....
5338	4	12	Windsor—Deposit.....	Deposit.....		Deposit, v.....	0.38	0.38	.....
5338-A	Pet.	V-1079							.....
5340*	4	1-3	East Branch—Sullivan Co. Line, Pt. 2.....	Colchester.....	6.84	.....	.....	6.84	.....
				{ Roxbury.....	3.42	.....	.....		.....
5343*	5	9, 10	Grand Gorge—Stamford—Harpers- field.....	{ Stamford.....	0.85	Stamford, v.....	0.84	9.06	.....
				{ Harpersfield.....	3.47	Stamford, v.....	0.50		.....

They are therefore void.

seals were within the appropriation.

miles re-let as No. 5456.
0.38 mile in Delaware county cancelled and re-let as part of No. 5338-A.
o. 5338-A.
m.

* Exclusive of villages.

DELAWARE COUNTY — Concluded

STATE HIGHWAYS.

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5383 ¹ 5383A	4	4-6	East Branch—Sullivan County Line, Part 1.....	Hancock.....	6.35	.....	.....	.....	7.21	.....
				Colchester.....	0.86	.....	.....	.....
5384	5	4	Margaretville—Halcottsville.....	Middletown.....	5.05	Margaretville, v	1.08	6.13	....	.....
5443	5	11, 12	Harpersfield—Davenport Center...	Harpersfield.....	2.91	.....	.....	14.42	....	.....
				Kortright.....	3.76	.....	.....	
				Davenport.....	7.75	.....	.....	
5450	5	5	Harpersfield—Roxbury.....	Roxbury.....	4.97	.....	.....	6.09	....	.....
				Middle'own.....	1.12	.....	.....	
5455 ²	5	13, 14	Davenport Center—Oneonta.....	Davenport.....	5.39	.....	.....	5.39	....	.....
5456	4	8	Hancock—East Branch, Part 1.....	Hancock.....	4.78	Hancock, v....	2.13	6.91	....	.....
5459	5	7	Roxbury—Grand Gorge.....	Roxbury.....	5.66	.....	.....	5.66	....	.....
5527	38	1, 2	Grand Gorge—Greene County Line.	Roxbury.....	3.90	.....	.....	3.90	....	.....
					<hr/>					
Towns.....					86.21	.....	.....	79.00	7.21	.....
Villages.....					.....	.....	5.32	5.32	....	.....
Cities.....					.....	.....	.....	.....	....	.....
					<hr/>					
Totals.....					86.21	.....	5.32	84.32	7.21	.....
					<hr/>					

DUTCHESS COUNTY

COUNTY HIGHWAYS.

Petition
No.

135	175.....	Violet Avenue.....	{ Poughkeepsie.....	1.56	.....	.....	3.33
			{ Hyde Park.....	1.77	.....	.....
222	239.....	Hughsonville.....	Wappinger.....	3.47	.....	.....	3.47
223 ¹	238.....	South.....	Poughkeepsie.....	3.90	.....	.....	3.90
343 ⁴	443.....	Pawling—Patterson.....	Pawling.....	2.23	.....	.....	2.23
344	444.....	Millerton—Northeast Center.....	Northeast.....	1.78	.....	.....	1.78
432 ³	776.....	Rhinebeck—Hyde Park.....	Rhinebeck.....	3.26	.....	.....	3.26
453 ³	735.....	Poughkeepsie—Hyde Park.....	Hyde Park.....	4.00	.....	.....	4.00
534	774.....	Northeast Center—Sharon Station..	Northeast.....	3.65	.....	.....	3.65
537 ⁵	772.....	Amenia—Wassaic.....	Amenia.....	4.83	.....	.....	4.83
549	829, 830, 831	Poughkeepsie—Pleasant Valley.....	{ Poughkeepsie.....	5.98	.....	.....	6.93
			{ Pleasant Valley.....	0.95	.....	.....
550	175, 914....	Violet Avenue—East Park.....	Hyde Park.....	1.99	.....	.....	1.99
551	1122.....	Fishkill—Hughsonville.....	Fishkill.....	2.91	.....	.....	2.91
552 ³	775.....	Rhinebeck—Elizaville.....	Red Hook.....	5.54	.....	.....	5.54
567 ⁶	812.....	Matteawan—Wicopee.....	Fishkill.....	4.68	.....	.....	4.68
568	827.....	Millbrook—Lithgow.....	Washington.....	4.40	.....	.....	4.40
609	828.....	Washington Hollow—Millbrook....	Washington.....	1.63	.....	.....	1.63
612 ⁴	773.....	Pawling—Dover Town Line.....	Pawling.....	2.92	.....	.....	2.92

¹ Original contract for 2.12 miles cancelled. Plans changed to 7.21 miles and re-let as No. 5383-A.

² Part in Otsego county. Total length 7.89 miles.

³ Included in State Route No. 2.

⁴ Included in State Route No. 1.

⁵ 4.16 miles included in State Route No. 1.

⁶ Original contract 5.71 miles. 5.68 miles constructed.

* Exclusive of villages.

DUTCHESS COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
627	913.....	Wicopee—Beekman.....	East Fishkill.....	8.10	.....	.....	8.10	.....	.....
628	813.....	Rock City—Lafayetteville.....	Milan.....	4.66	.....	.....	4.66	.....	.....
629 ¹	1023.....	Casper Creek—Wappinger Falls.....	.....	.....	.....	.....	.....	.....	.....
709	1026, V-105.	Millerton—County Line.....	Northeast.....	3.80	Millerton, v....	0.91	4.71	.....	.....
710 ²	1032.....	Red Hook—Rhinebeck.....	Rhinebeck.....	.....	.....	.....	.....	.....	.....
711 ³	1170.....	Wassaic—Dover.....	Amenia.....	.....	.....	.....	.....	.....	.....
712	1131.....	Amenia—Sharon Station.....	Amenia.....	2.29	.....	.....	2.29	.....	.....
748 ⁴	V-107, 829..	Pleasant Valley—Washington Hollow.....	Pleasant Valley.....	3.99	Pleasant Val., v.	1.49	5.48	.....	.....
895	V-38.....	Fishkill Village.....	Fishkill.....	.....	Fishkill, v.....	0.89	0.89	.....	.....
1006	1024.....	Lithgow—Amenia.....	{ Washington..... Amenia.....	{ 1.55 1.42	.....	.....	2.97	.....	.....
1007	1025.....	Millerton—Indian Pond.....	Northeast.....	2.06	Millerton, v....	0.66	2.72	.....	.....
1051	V-146, 3071.	Matteawan Village.....	.....	.....	Beacon, c.....	1.28	1.28	.....	.....
1114	V-164.....	Millbrook Village.....	Washington.....	.....	Millbrook, v....	3.01	3.01	.....	.....
1162 ⁵	3120.....	Stonehouse—Stormville.....	Beekman.....	5.16	.....	.....	.....	5.16	.....
1163 ⁶	3145.....	Putnam County Line—Stonehouse.	Pawling.....	6.18	.....	.....	.....	6.18	.....
1235	2393, 2900..	Fishkill Plains—East Fishkill.....	East Fishkill.....	5.44	.....	.....	5.44	.....	.....
1312 ⁷	3142, 3618..	Barrytown—Red Hook—Rock City	{ Red Hook..... Milan.....	{ 5.52 0.21	Red Hook, v..	1.08	.....	6.81	.....
1313	2560, 2616..	Lafayetteville—Pine Plains—Winchell, Part 1.....	{ Milan..... Pine Plains.....	{ 2.29 4.57	.....	.....	.....	6.86	.....

1314	2616.....	Lafayetteville—Pine Plains — Win-	Pine Plains.....	5.37	.....	5.37	.....
		chell, Part 2.....	Wappinger.....	.....	.....	0.56	.....
1412	V-254, 3272.	Wappinger Falls Village.....	Wappinger Falls	0.56	.....	.....	.....
		Towns.....	.....	.....	94.76	29.30	.....
		Villages.....	.....	8.60	6.96	1.64	.....
		Cities.....	.....	1.28	1.28	.....	.....
		Totals.....	.....	9.88	103.00	30.94	.....

STATE HIGHWAYS.							
	Route No.	Section					
5009	1	2	Pawling Village.....	Pawling.....	1.67	.....	.....
5050	2	4	Casper Creek—Wappinger Falls....	Poughkeepsie.....	2.14	.....	.....
5092	2	11, 12	Red Hook—Rhinebeck.....	Rhinebeck.....	2.50	Rhinebeck, v..	1.65
	Pet. V-1025						
5095	2	14	Red Hook Village.....	Red Hook.....	.....	Red Hook, v...	1.33
	Pet. V-1010						
5135	2	9	Hyde Park—Staatsburg.....	Hyde Park.....	5.22	.....	5.22
5150	2	1	Peekskill—Fishkill, Part 5.....	Fishkill.....	3.32	Fishkill, v.....	0.34
	Pet. V-1029						
5154	2	2	Fishkill Village—Wappinger Falls...	Fishkill.....	0.80	Fishkill, v.....	0.20
				Wappinger.....	3.20	Wappinger F'ls.	0.61

¹ Constructed as State Highway No. 5050 on Route No. 2.
² Constructed as State Highway No. 5092 on Route No. 2.
³ Constructed as State Highway No. 5460 on Route No. 1.
⁴ Original contract 5.46 miles; 0.03 mile additional built by supplemental agreement.
⁵ Original contract forfeited May 1, 1916.
⁶ Original contract forfeited August 22, 1916.
^{*} Exclusive of villages.

DUTCHESS COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5326	1	3	Dover Plains—Pawling Towu Line.							
			Part 2.....	Dover.....	3.93			3.93		
5460	1	4	Wassaic—Dover Plains—Pawling Town Line, Part 1.....	Amenia..... Washington..... Dover.....	3.56 0.52 6.79			10.87		
5484	1	6	Delavergne Hill—Amenia.....	Amenia.....	2.09			2.09		
5489	2	6, 7	Poughkeepsie City: South Avenue and Washington Street.....			Poughkeepsie, c	0.79	0.79		
5549	2	3	Wappinger Falls Village: Main State Street.....	Poughkeepsie..... Wappinger.....		Wappinger F'ls. Wappinger F'ls.	0.68 0.20		0.88	
5580	1	7-8	Amenia—Pine Plains, Part 1.....	Amenia..... Northeast.....	3.45 3.52				6.97	
5628	1	9, 10	Amenia—Pine Plains, Part 2.....	Northeast..... Pine Plains.....	2.05 4.74				6.79	
					Towns.....			34.07	13.76	
					Villages.....		6.68	5.80	0.88	
					Cities.....		0.79	0.79		
					Totals.....		7.47	40.66	14.64	

SPECIAL HIGHWAYS.

9003	State Hospital.....	Poughkeepsie.....	1.46	.....	1.46	.....
9004	Vanderbilt.....	Hyde Park.....	0.83	.....	0.83	.....
		Towns.....	2.29	.....	2.29	.....
		Totals.....	2.29	.....	2.29	.....

ERIE COUNTY

COUNTY HIGHWAYS.

Petition No.						
2	1, 2176.....	Buffalo—Hamburg.....	.....	Hamburg.....	4.61	.....
23	59.....	River.....	.....	Tonawanda.....	1.45	.....
27	112.....	Orchard Park, Part 1.....	.....	East Hamburg.....	1.16	.....
66	112	Orchard Park, Part 2.....	.....	East Hamburg.....	0.95	.....
67 ^b	11	Orchard Park, Part 3.....	.....	East Hamburg.....	0.59	.....
68 ¹	112. 2177...	Orchard Park, Part 4.....	.....	West Seneca.....	2.82	.....
69 ²	2, 6.....	Main Street, Part 1.....	.....	Amherst.....	3.42	.....
86 ³	5.....	Big Tree.....	.....	Aurora.....	1.19	.....
87 ²	2, 6.....	Main Street, Part 2.....	.....	Wales.....	2.81	.....
88	128.....	Transit, Part 1.....	.....	Amherst.....	1.93	.....
			.....	Clarence.....	2.14	.....
			.....	Amherst.....	2.14	.....

¹ 0.56 mile included in State Route No. 17.
² Included in State Route No. 6.
³ 1.53 miles included in State Route No. 19.
^b 0.74 mile included in State Route No. 17.
* Exclusive of villages.

ERIE COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
89	128	Transit, Part 2	{ Amherst. Clarence.	2.03 2.03	.....	.....	4.06	.....	.....
128 ⁴	202	Aurora—Buffalo, Part 1	West Seneca	5.57	.....	.....	5.57	.....	.....
129	224	River, Parts 2 and 3	Tonawanda	3.02	.....	.....	3.02	.....	.....
130 ²	2, 6	Main Street, Part 3	Clarence	5.63	.....	.....	5.63	.....	.....
131 ²	6	Main Street, Part 4	{ Clarence. Newstead.	0.60 5.98	.....	.....	6.58	.....	.....
263 ²	248	Aurora—Buffalo, Part 2	Elma	4.23	.....	.....	4.23	.....	.....
264 ²	334	Aurora—Buffalo, Part 3	Aurora	0.74	.....	.....	0.74	.....	.....
272	249	Orchard Park, Part 5	East Hamburg	1.21	.....	.....	1.21	.....	.....
371 ⁶	583 ¹ / ₂ , 2178	Clinton Street, Part 1	{ Cheektowaga. West Seneca.	0.42 4.66	.....	.....	5.08	.....	.....
372 ⁶	584	Clinton Street, Part 2	Elma	6.14	.....	.....	6.14	.....	.....
373	586	Goodrich	Clarence	8.77	.....	.....	8.77	.....	.....
522	585	Clarence—Hunts Corners	Clarence	4.75	.....	.....	4.75	.....	.....
523	587	Hamburg—North Collins	{ Hamburg. Eden.	1.24 7.62	.....	.....	8.86	.....	.....
524	680	North Collins—Lawton	{ North Collins. Collins.	4.26 0.02	N. Collins, v...	1.14	5.42	.....	.....
525 ⁷	726	Lawton—Gowanda	Collins	3.13	.....	.....	3.13	.....	.....
525-A	726	Lawton—Gowanda State Farm	Collins	0.59	.....	.....	0.59	.....	.....
525-B	726	Lawton—Gowanda	Collins	0.28	.....	.....	0.28	.....	.....
526	727	Collins—Mortons Corners, Part 1	Collins	4.01	.....	.....	4.01	.....	.....

527	588.....	Hamburg—Springville, Part 1.....	{ Hamburg..... Boston.....	2.06	.....	.....	9.47	.....
528	725.....	Hamburg—Springville, Part 2.....	Concord.....	7.34	.....	.....	7.34	.....
529 ¹	679, 720....	Alden Town Line—Marilla.....	{ Alden..... Marilla.....	3.55 2.47	.....	.....	6.02	.....
530	4.....	Base Line—Grand Island, Part 1....	Grand Island.....	1.81	.....	.....	1.81	.....
531	4.....	Base Line—Grand Island, Part 2....	Grand Island.....	2.59	.....	.....	2.59	.....
532	4.....	Base Line—Grand Island, Part 3....	Grand Island.....	1.87	.....	.....	1.87	.....
534	721.....	Skinner'sville—New Home Bridge...	Amherst.....	7.96	.....	.....	7.96	.....
642	589-592....	{ Angola—Evans Center..... Angola—Brant.....	{ Evans..... Brant.....	2.70 4.20	.....	.....	6.90	.....
644	1864.....	Alden Town Line, Part 2.....	Alden.....	0.73	.....	.....	0.73	.....
645	1853, 1854..	Orchard Park—Griffin Mills, Parts 1 and 2.....	{ East Hamburg..... Aurora.....	3.19 1.45	.....	.....	4.64	.....
750	1844.....	Clarence Center.....	Clarence.....	5.95	.....	.....	5.95	.....
751	1875.....	Aurora—Glenwood, Part 2.....	Colden.....	7.07	.....	.....	7.07	.....
862	V-31.....	Hamburg Village.....	Hamburg.....	.....	.....	Hamburg, v.....	0.97	.....
863	1, V-28....	Blasdell Village.....	Hamburg.....	.....	.....	Blasdell, v.....	1.06	.....
866	1855.....	Aurora—Glenwood, Part 1.....	Aurora.....	2.01	.....	.....	2.01	.....
913	1837.....	Ellicott Creek.....	Tonawanda.....	1.82	.....	.....	1.82	.....
914	1862.....	Broadway—Depew.....	Cheektowaga.....	3.63	.....	.....	3.63	.....
915	V-71.....	Lancaster Village.....	Lancaster.....	.....	.....	Lancaster, v.....	1.46	.....

19.

¹⁷ West Seneca, 0.57 mile at R. R. omitted. All included in State Route No. 19.

omitted from construction, 0.17 mile torn up and all built as No. 525-A and 526-B.

ERIE COUNTY—Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
916	1862, V-70.	Depew Village.....	{ Cheektowaga.....	.....	Depew, v.....	1.59	2.30	.....	.....
917	1863.....	Lancaster—Alden.....	{ Lancaster.....	.....	Depew, v.....	0.71	4.11	.....	.....
924 } 924-A }	1859.....	Wales Center—Wales.....	Wales.....	6.03	.....	.....	.....	6.03	.....
925	2914.....	Jamison—East Elma.....	{ Elma.....	4.22	.....	.....	.....	5.40	.....
947	1845, V-74..	Akron—Tonawanda Creek and Akron—South Newstead.....	{ Marilla.....	1.18	.....	.....	.....	.....	.....
989	3056, 3062..	Springville Village.....	Newstead.....	9.05	Akron, v.....	1.11	10.16	.....	.....
990	V-12, 3051..	Angola Village.....	Concord.....	.....	Springville, v...	2.25	2.25	.....	.....
991	3037.....	East River.....	Evans.....	.....	Angola, v.....	1.03	1.03	.....	.....
1034	3053, 3054..	Chaffee—Sardinia.....	Grand Island.....	4.64	.....	.....	4.64	.....	.....
1035 } 1035-A }	1879.....	Holland—Glenwood, Part 1.....	Sardinia.....	4.20	.....	.....	4.20	.....	.....
1036	1839.....	Tonawanda Creek, Part 4.....	Holland.....	3.13	.....	.....	3.13	.....	.....
1037 } 1037-A }	V-166, 3055.	Gowanda Village.....	Clarence.....	3.77	.....	.....	3.77	.....	.....
1038	724.....	Water Valley—Clarksburg, Part 1..	Collins.....	.....	Gowanda, v....	1.11	1.11	.....	.....
1063	2990, 2991..	Tonawanda City: Niagara and Elliott Streets.....	Eden.....	2.89	.....	.....	2.89	.....	.....
1064	2444, 3041..	Tonawanda Creek—Hunts Corners.	.....	.....	Tonawanda, c..	2.55	2.55	.....	.....
1065	V-153, 2222.	Alden Village.....	Clarence.....	4.03	.....	.....	4.03	.....	.....
			Alden.....	.....	Alden, v.....	1.66	1.66	.....	.....

1066	1849, 1850, V 225..	Orchard Park—East Aurora.....	{ East Hamburg..... Aurora.....	2 91 3 11	East Aurora, v. Hamburg, v..	0 56 0 32	6 53 4 08	.....	.....
1067	3050.....	Athol Springs—Hamburg.....	Hamburg.....	3 76	Hamburg, v..	0 32	4 08	.....	.....
1124	1884.....	Cattaraugus Creek, Part 1.....	Concord.....	0 76	.....	.....	0 76	.....	.....
1212	1847. . .	Genesee Street, Part 1.....	Cheektowaga.....	5 40	.....	.....	5 40	.....	.....
1213	1800 . . .	Genesee Street, Part 2.....	Lancaster.....	6 22	.....	.....	6 22	.....	.....
1214	1861.....	Genesee Street, Part 3.....	Alden.....	5 90	.....	.....	5 90	.....	.....
1289	3520, V-332	East Aurora Village: East Main Street.....	Aurora.....	.....	E. Aurora, v ..	0 34	0 34	.....	.....
1304 *	3571.....	Farmham Village: Commercial Street	Brant.....	.....	Farmham, v....	1 17	1 17	.....	.....
1333	727, 728....	Collins Center—Springville.....	{ Collins..... Concord..... Amherst..... Clarence..... Cheektowaga..... Lancaster..... Eden..... Hamburg.....	4 02 5 12 0 48 0 30 0 79 0 97 2 86 1 35	..... ..... ..... ..... Depew, v..... Depew, v..... Hamburg, v....	..... ..... ..... ..... 0 83 0 88 0 29	..... ..... ..... ..... 4 30 4 50	.....	.....
1334 *	1841, 1842, V-354, 3633	Transit, Part 4 ..	{ Grand Island..... North Collins..... Clarence..... Newstead.....	5 19 4 71 0 53 3 22	..... N. Collins, v... ..... .....	..... 0 28 ..... .....	..... 5 19 5 09 3 75	.....	.....
1335	3614, 3620..	East Eden—Hamburg.....	Elma.....	3 54	.....	.....	3 54	.....	3 54
1336	3038.....	West River.....	Alden.....	0 91	.....	.....	0 91	.....	0 91
1443	3058.....	North Collins—Langford. . . .	.....	.....	.....	.....	.....	.....	.....
1444	2557, 3677..	Hunts Corners—Akron .....	.....	.....	.....	.....	.....	.....	.....
1445	1869.....	East Aurora—Lancaster, Part 2.....	.....	.....	.....	.....	.....	.....	.....
1446	1846.....	South Newstead—Peters Corners ..	.....	.....	.....	.....	.....	.....	.....

No. 1035-A

No. 924-A.

for elimination of grade crossing. Re-let as No. 1037-A.

1916.

being completed as No. 1334-A. 1.13 miles cancelled and re-let as No. 1334-B.

ERIE COUNTY — Concluded

COUNTY HIGHWAYS.		Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
High-way No.										
1447	{	3059, V-3058	Brant—North Collins.....	{ Brant..... North Collins.....	4.13 ....	..... N. Collins, v... 0.37	..... 0.37	.....	.....	4.50
1491		2559, 3044..	Marilla—Marilla Station.....	{ Marilla..... Alden.....	0.74 2.23	.....	.....	.....	.....	2.97
1492		3039.....	Ellicott Creek—Getsville	Amherst.....	2.90	.....	.....	.....	.....	2.90
1493		1843.....	Transit—Wolcottsburg.....	Clarence.....	3.02	.....	.....	.....	.....	3.02
1494		3694.....	Lancaster—Clinton Street.....	{ Lancaster..... Elma.....	1.50 0.35	Lancaster.....	0.49	.....	.....	2.34
					Towns.....297.29	.....	.....	224.59	52.89	19.81
					Villages.....	.....	19.77	15.24	4.16	0.37
					Cities.....	.....	4.42	4.42	.....	.....
					Totals.....297.29	.....	24.19	244.25	57.05	20.18

STATE HIGHWAYS.		Route No.	Section	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
High-way No.											
5019		18	7	Lake Shore—Lackawanna City.....	Hamburg.....	1.89	.....	.....	1.89	.....	.....
5054		18	5	Eighteen Mile Creek	{ Evans..... Hamburg.....	0.96 1.04	.....	.....	2.00	.....	.....
5061		6	4	Williamsville Village.....	Amherst.....	.....	.....	.....	1.08	.....	.....
5071	{	18 Pet. V-1137	8	Lackawanna City, South.....	{ Hamburg..... Tonawanda..... Amherst.....	..... 0.67 1.09 1.83	.....	.....	2.61	.....	.....
5172		18	13	Niagara Falls—Buffalo, Part 4.....	.....	.....	.....	.....	2.92	.....	.....

5193	18	12	Niagara Falls—Buffalo, Part 5	{ Amherst.....	1.42	.....	.....	2.84	.....	.....
				{ Tonawanda.....	1.42	.....	.....	
5317	{ 17	{ 4	{ East Aurora—Holland, Part 1	{ Aurora.....	3.52	East Aurora, v.	0.72	4.97	.....	.....
	{ Pet. V-1054			{ Wales.....	0.73	.....	.....	
5407	18	6	Athol Springs—Walden Cliffs	Hamburg.....	5.87	.....	.....	5.87	.....	.....
5433	{ 17	{ 6	{ East Aurora Village: Main Street	{ Aurora .....	.....	East Aurora, v.	0.85	0.85	.....	.....
	{ Pet. V-1171									
5453	17	3	East Aurora—Holland, Part 2	{ Wales.....	0.62	.....	.....	4.52	.....	.....
				{ Holland.....	3.90	.....	.....	
5546	18	4	Eighteen Mile Creek—Evans Center	Evans.....	4.48	.....	.....	4.48	.....	.....
5550	17	7	Aurora—Buffalo, Part 4	Aurora.....	.....	East Aurora, v.	0.59	0.59	.....	.....
5600	18	1	Farnham—Irving	{ Brant.....	0.75	Farnham, v....	0.07	2.11	.....	.....
				{ Catt. Indian Res...	1.29	.....	.....	
5622	17	2	Holland—Yorkshire, Part 1	{ Holland.....	3.53	.....	.....	5.19	.....	.....
				{ Sardinia.....	1.66	.....	.....	
5634	18	2, 3	Evans Center—Farnham	{ Evans	3.79	.....	.....			5.27
				{ Brant.....	0.80	Farnham.....	0.67			
5635	19	7	Marilla—Wales Center	{ Marilla.....	4.72	.....	.....			5.78
				{ Wales.....	1.06	.....	.....	
				Towns.....	47.04	.....	.....	31.48	5.19	10.37
				Villages.....	.....	.....	3.98	3.31	.....	0.67
				Cities.....	.....	.....	1.94	1.94	.....	.....
				Totals.....	47.04	.....	5.92	36.73	5.19	11.04

* Exclusive of villages.

ESSEX COUNTY

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
232	297	Old State	Chesterfield	2.64			2.64		
658 ¹	1666, 2274	County Line—Aiden Lair, Part 1	Minerva	3.64			3.64		
744	1660	Port Henry—Westport, Part 2	Westport	3.77			3.77		
745 ²	1638	Taylor—Schroon Lake Village	Schroon	5.46			5.46		
756 ¹	1668	Aiden Lair—Newcomb, Part 2	Newcomb	7.03			7.03		
821	1673, 2659	Saranac Lake—Bloomingdale	St. Armand	5.50			5.50		
841	1658	Crown Point—Port Henry	Crown Point	2.23			4.45		
859 ⁴	V-15	Keeseville Village	Moriah	2.22			0.57		
891	1657, 2752, 2861	Ticonderoga—Crown Point	Ticonderoga	5.99			5.99		
929	2902, 2903	Saranac Lake Village—Bloomingdale Village	St. Armand		Saranac Lake, v	0.47	1.44		
1017	V-114, 1659, 1660	Port Henry—Westport	St. Armand		Bloomingdale, v	0.97			
1176	2862	Ticonderoga—Crown Point, Part 2	Moriah	4.07	Port Henry, v	1.74	6.12		
1177	1652	Ray Brook—Lake Placid	Westport	0.31					
1178	1653	Saranac Lake—Ray Brook	Crown Point	4.67			4.67		
1285	1661	Westport—Wadhams Mills	North Elba	4.98	Lake Placid, v	0.36	5.34		
1286		Gabriels—Bloomingdale, Part 2	North Elba	2.37	Saranac Lake, v	1.46	3.83		
1410	V-292, 3356	Westport Village: Main Street	Westport	3.31			3.31		
1411	1661, 3454	Wadhams Mills—Whallonsburg	St. Armand		Bloomingdale, v	0.52	0.52		
			Westport		Westport, v	1.76		1.76	
			Westport	2.10					
			Essex	2.85					4.95

1496	3752, 3529, 3753.....	Westport—Elizabethtown.....	{ Westport..... 3.84 Elizabethtown... 3.01	Westport, v.... 1.32 Elizabethtown.. 0.68	..... 8.85
		Towns.....	60.99	.....	58.19
		Villages.....	.....	9.85	6.09
		Cities.....	.....	.....	1.76
		Totals.....	60.99	9.85	64.28
					1.76
					13.80

STATE HIGHWAYS.

5011	22	20	Ausable Forks—Jay.....	Jay.....	3.45	.....	.....
5117	22	9, 10	Euba Mills—New Russia.....	Elizabethtown.....	6.00	.....	.....
5179 } 5179-A }	22	2, 3	Schroon Lake—North Hudson, Pt. 1	Schroon.....	6.77	.....	6.77
5180	22	4, 5	Schroon Lake—North Hudson, Pt. 2	North Hudson.....	5.39	.....	5.39
5181	22	6, 7	North Hudson—Euba Mills, Part 1.	North Hudson.....	3.95	.....	3.95
5182	22	8	North Hudson—Euba Mills, Part 2.	{ North Hudson..... 4.61 Eli abethtown..... 0.72	.....	.....	5.33
5183	22	11	New Russia—Elizabethtown.....	Elizabethtown..	0.15	.....	3.70
5184	22	19	Ausable Forks—Jay, Part 2.....	Jay.....	2.54	.....	2.54
5186	25	7, 8	Minerva—Aiden Lair.....	Minerva.....	6.33	.....	6.33
5187	25	5, 6	Aiden Lair—Newcomb, Part 1.....	Minerva.....	5.69	.....	5.69
5188	25	1, 2	Newcomb—Long Lake, Part 1.....	Newcomb.....	4.63	.....	4.63
5235	22	18	Jay—Upper Jay.....	Jay.....	3.69	.....	3.69

¹ Included in State Route No. 25.
² Included in State Route No. 22.
³ Original contract cancelled. Re-let as No. 5179-A.
⁴ Total length 1.24 miles, part in Clinton county.
* Exclusive of villages.

ESSEX COUNTY — Concluded

STATE HIGHWAYS.	Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5236	22	16, 17	Upper Jay—Keene	{ Jay..... Keene.....	2.25 3.81				6.06		
5238	22	14, 15	Elizabethtown—Keene, Part 2	Keene.....	6.21				6.21		
5239	22	12, 13	Elizabethtown—Keene, Part 1	Elizabethtown.....	4.82		Elizabethtown..	1.36	6.18		
5311 ¹	22	21	Plattsburg—Ausable Chasm, Part 2	Chesterfield.....	1.57				1.57		
5500	22-A	1	Jay—Lake Placid, Part 2	{ Wilmington..... North Elba.....	0.65 6.33				7.16		
5540	22-A	2, 3	Jay—Lake Placid, Part 1	{ Jay..... Wilmington.....	1.90 8.26				10.16		
5541	22-B	5, 6	Schroon Lake—Ticonderoga, Part 1	Schroon.....	5.98					5.98	
					Towns.....	99.10			86.35	12.75	
					Villages.....			1.69	1.69		
					Cities.....						
					Totals.....	99.10		1.69	88.04	12.75	

FRANKLIN COUNTY

COUNTY HIGHWAYS.	Petition No.			
701 ²	1703, 1711..	Malone—North Bangor.....	{ Malone..... Bangor.....	2.85 1.16
702 ²	2006.....	Malone—Fort Covington, Part 2... Westville.....		6.19

703	1708-2006..	Malone—Fort Covington, Part 3	{ Westville..... Fort Covington....	1.77 2.42	..... .....	..... .....	4.19	.....
820	1713.....	Hogansburg—Bombay	Bombay.....	6.52	.....	.....	6.52	.....
884	2001.....	Malone—Fort Covington, Part 1	Malone.....	3.58	.....	.....	3.58	.....
885	{ 1701, 2867, 2868..... }	Moirs—Bombay	{ Moira..... Bombay.....	4.34 4.24	..... .....	..... .....	8.58	.....
950	V-110.....	Malone Village: Fort Covington St.	Malone.....	....	Malone, v.....	0.80	0.80	.....
984	2869.....	North Bangor—South Bangor	Bangor.....	1.91	North Bangor, v	0.16	2.07	.....
985	{ 2871..... }	Tupper Lake—Moody	Altamont.....	5.49	.....	.....	5.49	.....
985A								
1089	2915, 2940..	Malone—Trout River	{ Malone..... Constable.....	2.66 7.73	Malone, v.....	0.37	10.76	.....
1090	2870.....	Saranac Lake—Lake Clear Junction, Part 1	Harrietstown.....	4.35	.....	.....	4.35	.....
1179	2870.....	Saranac Lake—Lake Clear Junction, Part 2	Harrietstown.....	3.49	.....	.....	3.49	.....
1180	3448.....	St. Lawrence County Line—St. Regis Fall	Waverly.....	4.09	.....	.....	4.09	.....
1222	3512, V-298.	Saranac Lake Village: Broadway and River Street	Harrietstown.....	....	Saranac Lake, v	0.22	0.22	.....
1250	3424.....	Moody—Hamilton County Line	Altamont.....	5.50	.....	.....	5.50	.....
1251	3455, 3456..	Gabriels—Bloomingdale, Part 1	{ Brighton..... Franklin.....	2.45 2.46	..... .....	..... .....	4.91	.....
1252	3354, 3355..	Santa Clara—Lake Meacham	{ Santa Clara..... Duane.....	9.03 2.38	..... .....	..... .....	11.41	.....

¹ Total length 4.92 miles, part in Clinton county.

² Included in State Route No. 30.

³ Original contract 6.23 miles; 6.19 miles constructed.

⁴ 0.92 mile cancelled and re-let as No. 985-A.

⁵ Exclusive of villages.

FRANKLIN COUNTY — Concluded

COUNTY HIGHWAYS.									
High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
1383	2869	Malone—Dickinson, Part 2	Bangor	4.75					4.75
1384	1714, 2869	West Bangor—Reynoldstown	{ Bangor Brandon	{ 0.85 3.19					4.04
1385	2871	Tupper Lake—Saranac Lake, Pt. 1.	Altamont	3.53					3.53
1386	2948	Hunter Home—Clinton Co. Line	Franklin	6.98					6.98
				Towns			67.70	16.91	19.30
				Villages		2.05	2.05		
				Cities					
				Totals		2.05	69.75	16.91	19.30
STATE HIGHWAYS.									
	Route No.	Sec-tion							
5031	30	9	Malone—Moir, Part 2	Bangor	2.49	North Bangor, v	0.51	3.00	
5076	30	10, 11	Malone—Moir, Part 3	{ Bangor Moir	{ 1.61 3.61			5.22	
5284	30	12	Nicholville—Moir	Moir	3.38			3.38	
5468	30	1, 2	Chateaugay—Clinton County Line.	Chateaugay	3.66	Chateaugay, v.	1.00	4.66	
5552	31	1-2	Malone—Duane, Part 1	Malone	8.01	Malon, v	0.80	8.81	
5602	30	7	Malone Village: Main and Elm Sts.	Malone		Malone, v	1.99	1.99	

Malone.....	3.60	Malone, v.....	0.13	
Constable.....	0.47	.....	.....	.....
Burke.....	5.03	.....	.....	.....
Chateaugay.....	1.13	.....	.....	.....
				10.36
Towns.....	32.99	.....	.....	22.76
Villages.....	.....	.....	4.43	2.31
Cities.....	.....	.....	.....	.....
Towns.....	32.99	.....	4.43	25.07
				12.35
Duane.....	9.43	.....	.....	15.43
Brighton.....	6.00	.....	.....	.....
Towns.....	15.43	.....	.....	15.43
Totals.....	15.43	.....	.....	15.43

SPECIAL HIGHWAYS.

9007		Duane Center—Mountain Road.....	{ Duane..... 9.43 Brighton..... 6.00 }	..... .....	..... .....	15.43	.....
		Towns.....	15.43	.....	.....	15.43	.....
		Totals.....	15.43	.....	.....	15.43	.....

County Highways.

Petition No.		{	.....	....	Gloversville, c..	} 0.06
33:	127	Gloversville—Mayfield	Johnstown	1.29	.....	4.04
			Mayfield	2.60	.....
109:	137	Argersinger	Johnstown	2.30	.....	2.30
110	138	Briggs	Johnstown	2.25	.....	2.25

¹ Total length 11.66 miles; part in St. Lawrence county.

*** Included in State Route No. 24.**

Included in State Route No. 37.

* Exclusive of villages.

FULTON COUNTY -- Concluded

County Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
246	303, 304, 573	Gloversville--Meco--Phelps.....	Johnstown.....	2.03	.....	.....	2.03	....	.....
247 ¹	302.....	{ Johnstown--Kecks Center, Part 2.. Warren Creek--Red School House..	Johnstown..... Johnstown.....	1.47 3.15	.....	.....	4.62	....	.....
248	304.....	Gloversville--Broadalbin, Part 1....	{ Johnstown..... Mayfield.....	0.38 1.64	.....	.....	2.02	....	.....
249 ²	305.....	Old Plank.....	Perth.....	3.14	.....	.....	3.14	....	.....
361	507.....	Johnstown--Tribes Hill, Part 1....	Johnstown.....	2.22	.....	.....	2.22	....	.....
362 ³	572.....	Northville--Chapmans Corners....	Northampton.....	1.71	.....	.....	1.71	....	.....
363 ³	713.....	Mayfield--Northville, Part 1.....	Mayfield.....	1.37	.....	.....	1.37	....	.....
376	571.....	Gloversville--Bull Run.....	Johnstown.....	2.38	.....	.....	2.38	....	.....
541 ³	892, 893....	Mayfield--Northville, Part 2.....	{ Mayfield..... Northampton.....	3.54 1.25	.....	.....	6.79	....	.....
542	895.....	School House--Caroga Creek.....	Johnstown..... Caroga.....	2.26 0.43	.....	.....	2.69	....	.....
543 ⁴	905.....	Johnstown--Broadalbin, Part 2....	{ Mayfield..... Broadalbin.....	4.88 1.47	.....	.....	6.35	....	.....
544	902, 905....	Johnstown--Broadalbin, Part 1....	{ Johnstown..... Mayfield.....	3.88 1.89	.....	.....	5.77	....	.....
618	904, 1174...	Meco--Caroga Lake.....	{ Johnstown..... Caroga.....	5.03 4.23	.....	.....	9.26	....	.....
619	898.....	Sammons ville--Johnstown.....	Johnstown.....	2.12	.....	.....	.....	2.12	.....
620	1295.....	Ephratah--Kecks Center, Part 2....	{ Ephratah..... Johnstown.....	2.86 2.27	.....	.....	.....	5.13	.....
621 ⁵	1299.....	St. Johnsville--Oppenheim, Part 2..	Oppenheim.....	2.90	.....	.....	.....	2.90	.....
1127	{ 3156, 7, 8, 9 V-167, V-168 V-170, V-210 }	Gloversville City.....	.....	.....	Gloversville, o..	1.73	1.73	....	.....

1375	V-363, 3670, 1371.....	Johnstown City: East Avenue.....	Johnstown.....	0.06	.....	.....	1.10	.....
1376	901, 899.....	Bull Run—Bleeker.....	Johnstown.....	2.00	.....	.....	.....	2.80
1377	3307-3309..	Gloversville—West Perth.....	Bleeker.....	0.80	.....	.....	.....	.....
			Johnstown.....	2.04	.....	.....	.....	.....
			Mayfield.....	0.48	.....	.....	3.74	.....
			Perth.....	1.22	.....	.....	.....	.....
			Towns.....	75.63	.....	58.88	13.95	2.80
			Villages.....	.....	.....	.....	.....	.....
			Cities.....	.....	2.83	1.79	1.04	.....
			Totals.....	75.63	2.83	60.67	14.99	2.80
5065	24	9, 10 Northville Village, North.....	Northampton.....	1.34	Northville, v....	1.09	2.43	.....
5096 *	24	1 Fonda—Johnstown.....	Johnstown.....	0.64	.....	.....	0.64	.....
5194	24	6 Mayfield Village.....	Mayfield.....	.....	Mayfield, v....	1.11	1.11	.....
5394	24	2, 3 Johnstown City.....	.....	.....	Johnstown, o....	1.54	1.54	.....
	Pet. V-1064		.....	.....	.....	.....	.....	.....
	Pet. V-1065		.....	.....	.....	.....	.....	.....
5554	37	4-5 School House—Lansellville, Part 1.....	Johnstown.....	1.32	.....	.....	4.58	.....
5626	37	1 Oppenheim—Dolgeville.....	Euphrata.....	3.23	.....	.....	.....	.....
			Oppenheim.....	4.66	Dolgeville.....	0.24	.....	4.90
			Towns.....	11.22	.....	.....	6.56	4.66
			Villages.....	.....	.....	2.44	2.20	0.24
			Cities.....	.....	.....	1.54	1.54	.....
			Totals.....	11.22	.....	3.98	10.30	4.90

0.37 Original contract 4.67

.87.

0.37.
on map approved by Legislature.
length 3.07 miles.

GENESEE COUNTY

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
586 ¹	811.....	East Pembroke—Batavia.....	{ Batavia.....	..... 5.47	Batavia, c.....	0.11	5.58	.....	.....
853	1779.....	Batavia—Elba.....	{ Batavia..... Elba.....	..... 1.92 1.68	Batavia, c.....	0.47	5.07	.....	.....
922	1772.....	Indian Falls—Korfu, Part 2.....	Pembroke.....	1.85	.....	.....	1.85	.....	.....
923	1794.....	Pavilion—Batavia, Part 1.....	Pavilion.....	4.70	.....	.....	4.70	.....	.....
1054 ²	1797.....	Alden—Darien Center.....	Darien.....	3.88	.....	.....	.....	3.88	.....
1097	1780.....	Churchville—Bergen.....	Bergen.....	0.44	.....	.....	0.44	.....	.....
1268	1794.....	Pavilion—Batavia, Part 2.....	{ Bethany..... Stafford.....	4.20 0.29	.....	.....	4.49	.....	.....
1339	1782.....	Le Roy—Brockport, Part 2.....	Le Roy.....	0.40	.....	.....	0.40	.....	.....
1402	1773, 1774..	Alabama—Batavia, Part 2.....	{ Oakfield..... Batavia.....	3.07 3.45	Oakfield, v.....	1.08	.....	7.60	.....
1403	1772, 1774..	Alabama—Batavia, Part 1.....	Alabama.....	7.94	.....	.....	.....	7.94	.....
			Towns.....	39.29	.....	.....	20.95	18.34	.....
			Villages.....	.....	.....	1.08	.....	1.08	.....
			Cities.....	.....	.....	0.58	0.58	.....	.....
			Totals.....	39.29	.....	1.66	21.53	19.42	.....

GREENE COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
613 ¹	298, 2398...	Catskill—South Cairo	Catskill	5.60	.....	.....	5.60	....	.....
719	2405.....	Greenville—Coxsackie, Part 2.....	{ New Baltimore..... Coxsackie.....	0.42	.....	{ ..... .....	5.56	....	.....
796	2405.....	Greenville—Coxsackie, Part 1.....		5.14	.....		4.62	....	.....
797 ²	2399, 2400..	Hunter—Windham, Part 2.....	Windham	3.39	.....	.....	3.39	....	.....
886 ³	2402.....	Lexington—Prattsville, Part 2.....	{ Lexington..... Prattsville.....	0.12	.....	{ ..... .....	4.19	....	.....
887 ¹	2398.....	South Cairo—Cairo		4.07	.....		3.15	....	.....
954 ¹	2398, 2399..	Cairo Hamlet.....	Cairo	0.46	.....	.....	0.46	....	.....
997	2402.....	Hunter—Jewett Center.....	{ Hunter..... Jewett.....	0.57	.....	{ ..... .....	6.13	....	.....
998	2400, 3064..	Hunter—Windham.....		5.56	Hunter, v.....	0.13	6.27	....	.....
1242	2403, 3258..	Hunter—Tannersville.....	Hunter	0.64	.....	.....	.....	4.43	.....
1348	3243, 3277..	New Baltimore Station—Coeymans.	New Baltimore	4.84	.....	.....	.....	3.98	.....
1364	2402.....	Lexington—Prattsville, Part 1.....	Lexington	0.66	.....	.....	.....	6.02	.....
1365	3276.....	Greenville—Coxsackie, Part 3.....	Coxsackie	3.28	.....	.....	.....	2.39	.....
				3.98	Hunter, v.....	1.15	.....	4.43	.....
				6.02	.....	.....	.....	3.98	.....
				2.39	.....	.....	.....	6.02	.....
				54.91	.....	.....	38.09	16.82	.....
				54.91	.....	1.28	1.28	.....	.....
				54.91	.....	.....	.....	.....	.....
				54.91	.....	1.28	39.37	16.82	.....

STATE HIGHWAYS.

Route No.	Section								
5027	3	2 Saugerties—Catskill, Part 3.....	Catskill.....	1.94	.....	.....	.....	1.94	.....
5166	3	1 Saugerties—Catskill, Part 2.....	Catskill.....	3.87	.....	.....	.....	3.87	.....
5198	3	11, 12 Coxsackie—Ravena, Part 1.....	{ Coxsackie..... New Baltimore.....	1.34 3.28	.....	.....	.....	4.62	.....
5233	5-A	7, 8 Cairo—Windham, Part 1.....	Cairo.....	3.39	.....	.....	.....	3.39	.....
5366*	3	3, 5 Catskill Village.....	Catskill.....	.....	1.74	.....	.....	1.74	.....
5367	3	6, 7 Catskill—Athens.....	{ Catskill..... Athens.....	0.86 1.90	.....	.....	.....	5.97	.....
5368	3	8, 9 Athens—Coxsackie.....	{ Athens..... Coxsackie.....	0.89 3.03	.....	.....	.....	3.92	.....
5369*	3	10 Coxsackie Village.....	Coxsackie.....	.....	2.22	.....	.....	2.22	.....
5370	3	13 Coxsackie—Ravena, Part 2.....	New Baltimore.....	2.70	.....	.....	.....	2.70	.....
5409	3	4 Catskill Village: West Bridge Street.....	Catskill.....	.....	0.23	.....	.....	0.23	.....
5462	5-A	9 Cairo—Windham, Part 2.....	{ Cairo..... Durham.....	2.06 0.38	.....	.....	.....	2.44	.....
5491	5-A	17, 18 Prattville—Ashland.....	{ Prattville..... Ashland.....	1.81 3.37	.....	.....	.....	5.18	.....
5553	5-A	12, 13 Cairo—Windham, Part 2.....	Windham.....	4.77	.....	.....	.....	.....	4.77
5598	5-C	1-2 Eastern Kill Clove.....	{ Hunter..... Catskill.....	3.38 0.57	.....	.....	.....	.....	3.95
				Towns.....	39.63	.....	.....	30.91	8.72
				Villages.....	.....	.....	7.81	7.81	.....
				Cities.....	.....	.....	.....	.....	.....
				Totals.....	39.63	.....	7.81	38.22	8.72

No. 5-A.

No. 5-A.

is cancelled and re-let as No. 5409.

Engineer making necessary repairs upon

HAMILTON COUNTY

COUNTY HIGHWAYS.									
High-way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
277 ¹	457.....	Lake Pleasant—Speculator.....	Lake Pleasant.....	3.44	.....	.....	3.44	....	.....
848 ²	1802, 1803..	Long Lake—Grove.....	Long Lake.....	3.74	.....	.....	3.74	....	.....
874	1807.....	Nobleboro—Morehouseville.....	Morehouse.....	5.00	.....	.....	5.00	....	.....
1025 ³	1809.....	Piseco—Lake Pleasant.....	{ Arietta..... Lake Pleasant.....	3.06 4.69	..... .....	}	7.75	....	.....
1098 ⁴	1806.....	Eagle Bay—Sixth Lake.....	Inlet.....	4.22	4.22
1099	1816.....	Tupper Lake—Long Lake, Part 3...	Long Lake.....	5.03	.....	.....	.....	....	5.03
1100	1815, 2895..	Indian Lake—County Line.....	Indian Lake.....	4.54	.....	.....	.....	4.54	.....
1258	3273.....	Tupper Lake—Long Lake, Part 1...	Long Lake.....	5.01	.....	.....	.....	5.01	.....
1458	{ 1807, 1808, 3668.....	Morehouseville—Piseco, Part 1.....	Morehouse.....	5.38	.....	}	.....	....	6.82
			Arietta.....	1.44	.....		.....	.....
Towns.....				45.55	19.93	13.77	11.85
Villages.....			
Cities.....			
Totals.....				45.55	19.93	13.77	11.85

STATE HIGHWAYS.									
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STATE HIGHWAYS.									
	Route No.	Sec-tion							
5038	24	1	County Line—Hope Center.....	Hope.....	3.00
5133	24	2, 3	Hope Center—Wells, Part 1.....	Hope.....	.....	.....	5.48	.....	.....
5189	25	13, 14	Newcomb—Long Lake, Part 2.....	Long Lake.....	.....	.....	8.43	.....	.....
5268*	24	4	Hope Center—Wells, Part 2.....	Hope .....	.....	.....	6.01	.....	.....
				Wells.....	.....		.....	.....	.....

5514	24	5 Wells—Speculator, Part 1.....	Wells.....	6.98	.....	6.98	.....
5523	24	6 Wells—Speculator, Part 2.....	{ Wells.....	3.36	.....	.....	6.74
			{ Pleasant.....	3.38	.....	.....	.....
			Towns.....	36.64	.....	22.92	6.98
			Villages.....	.....	.....	.....	.....
			Cities.....	.....	.....	.....	.....
			Totals.....	36.64	.....	22.92	6.98
							6.74

HERKIMER COUNTY

COUNTY HIGHWAYS.		Petition No.					
14 ¹	64-A.....	Utica—Frankfort, Part 3.....	Frankfort.....	1.11	.....	1.11	.....
133	237.....	Little Falls—Dolgeville.....	Manheim.....	2.29	.....	2.29	.....
233	63.....	Frankfort—East Schuyler.....	Schuyler.....	1.64	.....	1.64	.....
359 ⁶	64-A.....	Utica—Frankfort, Part 2.....	Frankfort.....	1.89	.....	1.89	.....
360 ⁷	779.....	Poland—Cold Brook.....	Russia.....	0.35	.....	0.35	.....
456 ⁸	858.....	Little Falls—East Creek.....	Manheim.....	5.35	.....	5.35	.....
457 ⁹	857.....	Little Falls—Herkimer.....	{ Little Falls.....	2.36	.....	5.32	.....
			{ Herkimer.....	2.96	.....	.....	.....

¹ Included in State Route No. 24.
² Included in State Route No. 25. Original Contract 3.76 miles; 3.74 miles constructed.
³ Original contract 7.82 miles; 7.75 miles constructed.
⁴ 0.19 mile included in State Route No. 25. Original contract forfeited May 15, 1916.
⁵ 0.23 mile not on direct route, due to change after construction.
⁶ Included in State Route No. 6.
⁷ Included in State Route No. 23.
⁸ Included in State Route No. 6. Original contract 5.39 miles; 5.35 miles constructed.
⁹ 0.12 mile originally constructed, discarded to accommodate re-location under No. 5411. All included in State Route No. 6.
^{*} Exclusive of villages.

HERKIMER COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
458	856, 1390...	Herkimer—Frankfort	{ Herkimer..... Schuylar.....	{ 2.98 0.71	.....	{ ..... .....	3.69	....	.....
459	{ 787, 855, 1414.....	{ East Schuylar—Deerfield.....	Schuylar.....	5.53	.....	.....	5.53	....	.....
460	{ 835, 836, 1378.....	{ Herkimer—Middleville.....	{ Fairfield..... Herkimer..... Newport.....	{ 0.35 4.89 1.06	.....	{ ..... ..... .....	6.30	....	.....
461 ¹	832, 833, 846	Middleville—Poland.....	{ Fairfield..... Newport.....	{ 0.87 5.20	.....	{ ..... .....	6.07	....	.....
462 ²	840.....	Old Forge—McKeever.....	Webb.....	9.91	.....	.....	9.91	....	.....
463	851.....	Manheim Center—Salisbury Center	{ Manheim..... Salisbury.....	{ 3.55 1.97	.....	{ ..... .....	5.52	....	.....
464	849.....	Salisbury Center—Stratford.....	Salisbury.....	5.46	.....	.....	5.46	....	.....
465	850, 852.....	Salisbury Center—Burrells.....	Salisbury.....	5.43	.....	.....	5.43	....	.....
466	850, 317....	Burrells—Middleville.....	Fairfield.....	5.16	Middleville, v..	0.42	5.58	....	.....
467 ³	848, 1033...	Newport—Norway—Cold Brook...	{ Newport..... Norway..... Russia.....	{ 1.26 2.60 1.81	Newport, v..... Cold Brook, v..	{ 0.72 0.53	6.92	....	.....
468	839, 853, 873	Little Falls—Fairfield.....	{ Little Falls..... Fairfield.....	{ 0.78 4.77	.....	{ ..... .....	.....	5.55	.....
469 ⁴	790, 803....	Ilion—Cedarville.....	{ German Flats..... Litchfield.....	{ ..... .....	.....	{ ..... .....	.....	.....	.....
470 ⁵	861.....	Mohawk—Jordanville.....	{ German Flats..... Warren.....	{ 1.63 2.70	.....	{ ..... .....	.....	.....	4.33
471 ⁶	781.....	Richfield Springs—Warren—Springfield.....	Warren.....	3.60	.....	.....	3.60	....	.....

472	793, 884....	Columbia—Mohawk.....	{ Columbia..... 3.15	.....	6.15	.....
473*	871.....	Little Falls—Jacksonburg.....	{ German Flats..... 2.90	Mohawk, v..... 0.10	.....	.....
813*	867.....	Ilion—Frankfort—Utica.....	Little Falls..... 3.03	.....	.....	3.03
830*	862					
831	1034, 2607..	Little Falls—Montgomery County Line.....	Danube..... 5.63	.....	5.63	.....
865	V-18, 851...	Dolgeville Village.....	Manheim.....	Dolgeville, v..... 2.06	.....	.....
869	V-8, 835....	Middleville Village.....	{ Newport..... 0.62	Middleville, v..... 0.62	.....	.....
870	V-35, V-37..	Herkimer Village: West and East German Streets.....	Fairfield.....	Middleville, v..... 0.07	.....	.....
871**	863.....	Cedarville—West Winfield.....	Herkimer.....	Herkimer, v..... 1.99	.....	.....
1257	V-320.....	Little Falls City: East Monroe Street	Winfield.....	.....	.....	.....
1346	1310.....	Frankfort—Gulph.....	.....	Little Falls, c..... 1.81	.....	.....
1362	860, 1306...	Vanhornesville—Starkville.....	Frankfort..... 5.10	.....	5.10	.....
1363	1415. . . .	Paines Hollow—Stone House.....	Stark..... 5.84	.....	.....	5.84
			Little Falls..... 5.67	.....	.....	5.67
			Towns..... 121.49	.....	86.34 16.28	18.87
			Villages.....	.....	6.51	.....
			Cities.....	.....	1.81	.....
			Totals..... 121.49	.....	8.82 94.66 16.28	18.87

Balance combined with No. 830.

* Built on State Highways No. 5209 and No. 5219 on Route No. 6.

** Original plans, 5.51 miles. 3.97 miles included in State Route No. 5 and built as part of No. 5524. Balance combined with No. 471.

*** Original plans, 5.05 miles. 0.93 miles included in State Route No. 23-A and 0.10 mile built as No. 5585. The balance entirely stricken from the approved system.

**** Exclusive of villages.

HERKIMER COUNTY — Concluded

STATE HIGHWAYS.

High-way No.	Route No.	Sec-tion	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5060 ¹	6	6-8	Herkimer Village: East Albany St.	Herkimer	....	Herkimer, v....	0.77	0.77	....	....
5064	26	10-12	Middleville Village and Newport Village	Fairfield	....	Middleville, v..	0.54	1.57	....	....
5069	{	{	{	Newport	....	Newport, v....	1.03	2.04	....	....
				Newport	....	Poland, v....	0.54			
5105	{	{	{	Russia	....	Poland, v....	0.69	2.04	....	....
				Russia	....	Cold Brook, v..	0.81			
5105	6	2, 4	Little Falls City	....	....	Little Falls, c..	1.45	1.45	....	....
5159	6	1	East Creek	Manheim	0.14	....	....	0.14	....	....
5161	6	13	Ilion Village	German Flats	....	Ilion, v....	1.51	1.51	....	....
5170	{	{	{	German Flats	....	Mohawk, v....	1.35	1.35	....	....
5209	6	18	Utica—Frankfort, Part 1	Frankfort	3.06	....	....	3.06	....	....
5219	{	{	{	Frankfort	0.98	Frankfort, v..	1.26	2.47	....	....
5248 ²	{	{	{	German Flats	0.23	....	....	
				Wilmurt	0.44	....	....	
5411	6	5-A	West Creek	Herkimer	0.05	Herkimer, v....	0.04	0.04	....	....
5441	25	3	Old Forge Village	Webb	....	Old Forge, v...	1.27	1.27	....	....
5465 ³	{	{	{	Winfield	0.14	West Winfield, v	1.03	1.17	....	....
5466	23-A	2, 3	Ilion—Cedarville	{	2.26	....	....	7.12	....	....
5513	23-A	1	Ilion Village: Otsego Street	German Flats	....	Ilion, v....	0.90			
5524	5	1, 2	Jordanville—Richfield Springs	Warren	5.27	....	....	5.27	....	....
5559 ⁴	26	15-16	Poland—Trenton	Russia	3.56	Poland, v....	0.74	....	4.30	....

5579	5	4-5	Mohawk—Paines Hollow.....	German Flats.....	6.34	.....	.....	6.55	.....
				Little Falls.....	0.21	.....	.....
				Little Falls.....	0.04	.....	.....
5584	5	3	Paines Hollow—Jordanville.....	German Flats.....	1.09	.....	.....	4.21	.....
				Warren.....	3.08	.....	.....
				Litchfield.....	0.09	.....	.....
5621	23-A	4, 5	Cedarville—West Winfield.....	Columbia.....	1.12	.....	.....	.....	5.57
				Winfield.....	4.36	.....	.....
5631	5	6	Mohawk Village: Columbia and Hammond Streets.....	German Flats.....	.....	Mohawk, v.....	0.71	0.71	.....
				Towns.....	38.17	.....	.....	18.22	14.32
				Villages.....	.....	.....	13.19	11.74	1.45
				Cities.....	.....	.....	1.45	1.45	.....
				Totals.....	38.11	.....	14.64	31.41	15.77
									5.57

COUNTY HIGHWAYS.

JEFFERSON COUNTY

147	265.....	Burrs Mills.....	Watertown.....	2.85	.....	.....	3.92	.....
			Rutland.....	1.07	.....	.....
181	340.....	Watertown—Sacketts Harbor— Henderson, Part 1	Hounsfield.....	6.04	.....	.....	6.04	.....
182	342.....	Redwood—Alexandria Bay, Part 1..	Alexandria.....	2.98	.....	.....	2.98	.....

¹ 0.77 mile originally constructed. 0.03 mile discarded for re-location under No. 5411.
² Part in Oneida county. Total length 18.00 miles.
³ 1.27 miles in Oneida county and 1.53 miles in Otsego county. Total length 3.97 miles.
⁴ Total length 8.89 miles. 4.50 miles in Oneida county.
* Exclusive of villages.

JEFFERSON COUNTY — Continued

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
183	339	Adams—Henderson, Part 1	Adams	3.03	.....	....	3.03	....	.....
184	344	Pierrepont Manor—Ellisburg	Ellisburg	2.96	.....	....	2.96	....	.....
185	272	State	Lorraine	1.00	.....	....	1.00	....	.....
186	343	Depot	Lyme	0.99	.....	....	0.99	....	.....
234	339	Adams—Henderson, Part 2	{ Adams Henderson	{ 0.70 6.19	.....	.....	6.89	....	.....
235	340	Watertown—Sacketts Harbor— Henderson, Part 2	Hounsfield	2.23	.....	....	2.23	....	.....
236	342	Redwood—Alexandria Bay, Part 2	Alexandria	4.19	.....	....	4.19	....	.....
237	341	Sacketts Harbor	Watertown	1.45	.....	....	1.45	....	.....
238	339, 345	Henderson Harbor	Henderson	5.09	.....	....	5.09	....	.....
423	401	Watertown—Theresa, Part 3	Theresa	4.19	.....	....	4.19	....	.....
424	439	Belleville—Adams, Part 1	{ Ellisburg Adams	{ 1.37 0.23	.....	.....	1.60	....	.....
425 ¹	490	Adams—Watertown, Part 2	Adams	3.16	.....	....	3.16	....	.....
426	466	State, Part 2	Lorraine	4.05	.....	....	4.05	....	.....
427 ²	464, 489	Watertown—Carthage, Part 2	{ Rutland Champion	{ 3.07 2.40	.....	.....	5.47	....	.....
428 ³	451	Watertown—Carthage, Part 3	Wilna	4.88	.....	....	4.88	....	.....
440 ⁴	440, 441, 442	Philadelphia	Philadelphia	5.40	.....	....	5.40	....	.....
565 ⁵	541	Watertown—Theresa, Part 1	Pamelia	7.35	.....	....	7.35	....	.....
624 ⁶	450	Carthage—Wilna	Wilna	3.08	.....	....	3.08	....	.....
625	782-H, 438	Theresa—Antwerp, Part 2	Antwerp	5.37	.....	....	5.37	....	.....
626	488	Burra Mills—South Champion	Rutland	4.56	.....	....	4.56	....	.....

814	782	Watertown—Theresa, Part 2	Pamelia	0.09	.....	.....	5.31	.....
835	467, 3253, 2388	Adams Center—Tremaines Corners	Le Ray	5.22	.....	.....	7.04	.....
836 ⁷	.....	Watertown—Carthage, Part 1	Rodman	5.39	.....	.....	.....	.....
844	V-3, 339	Henderson Village	Adams	1.65	.....	.....	.....	.....
1129	3013	Lewis County Line—So. Champion	Henderson	.....	Henderson, v...	1.07	1.07	.....
1130	3404, V-243	Alexandria Bay: Church Street	Champion	2.45	.....	.....	2.45	.....
1131	3377, V-242	Sacketts Harbor	Alexandria	.....	Alexandria Bay	0.37	0.37	.....
1132	1027	Ellisburg—Belleville	Hounsfield	.....	Sacketts Harbor	2.45	2.45	.....
1133	782	Theresa—Antwerp, Part 1	Ellisburg	2.29	.....	.....	2.29	.....
1134	V-257, 3274	Watertown City: Gifford and State Streets	Theresa	1.04	.....	.....	4.72	.....
1148	782, 1029, 3372	Cape Vincent—Watertown, Part 1	Antwerp	3.68	.....	.....	1.00	.....
1149	3379	Ellisburg—Village	Watertown	0.16	.....	Watertown, v...	0.84	.....
1150	3378, V-249	Belleville Village: Main and Washington Streets	Cape Vincent	4.85	.....	Cape Vincent, v...	1.54	.....
1151	2387, 2856, 3374	Theresa—Brown Corners	Lyme	2.52	.....	.....	.....	.....
1164	1029, 782, V-252	Cape Vincent—Watertown, Part 2	Ellisburg	.....	Ellisburg, v...	1.70	1.70	.....
			Ellisburg	.....	Belleville, v...	1.11	1.11	.....
			Theresa	3.53	Theresa, v...	1.28	8.24	.....
			Alexandria	3.33	.....	.....	.....	.....
			Lyme	4.35	Chaumont, v...	1.76	9.14	.....
			Brownville	3.03	.....	.....	.....	.....

1. 27.

2. 20.

3. 30.

Route No. 27.

*Exclusive of villages

JEFFERSON COUNTY — Continued

COUNTY HIGHWAYS.	Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1165	1153, V-279.		Theresa—Philadelphia, Part 1.....	Theresa	2.26	Theresa, v.....	1.27	3.53	....	.....
1166	3413, V-253.		{ Adams Village: South Main Street and Pierrepont Manor Hamlet: Ellisburg Street.....	{ Adams Ellisburg	0.48	Adams, v.....	0.30	0.78	....	.....
1181	V-259, 3373, 3430.....		Adams Village: Railroad Street.....	Adams	....	Adams, v.....	0.67	0.67	....	.....
1182	{ V-309, 3370, 2985, 2982, 2984, V- 284.....		{ Cape Vincent—Watertown, Part 3..	{ Brownville Hounsfield Watertown	1.18 3.84 1.62	Dexter, v.....	0.55	8.36	....	.....
1197	3444, 3447, V-307....		Carthage—Naumburg, Part 1.....	Wilna	0.74	Carthage, v.....	0.07	1.81	....	.....
1225	2382.....		Lorraine—Worth, Part 1.....	Lorraine	2.86	.....	....	2.86	....	.....
1226	2733, 2853..		Lorraine—Worth, Part 2.....	Worth	2.40	.....	....	2.40	....	.....
1227 ¹	3432.....		Redwood—St. Lawrence Co. Line..	Alexandria	4.60	.....	....	4.60	....	.....
1253	{ 2980, 2978, V-323		{ Chaumont—Depauville.....	{ Lyme Clayton	3.23 2.57	Chaumont, v...	0.25	..... 6.05	..... 6.05	..........
1255	2981, 2979..		Cape Vincent—Clayton.....	Cape Vincent Clayton	8.39 4.95	..... Clayton, v.....	..... 0.71	..... 14.05	14.05	.....
1256	3521, 2977..		Gunn Cors.—Fishers Landing, Pt. 1.	Clayton	0.42	.....	....	.....	7.76	.....
1397	2977, 3518..		Gunn Cors.—Fishers Landing, Pt. 2.	Orleans	7.34	.....	....	.....	.....	6.65
1484	V-30.....		Philadelphia Vill.: North & South Main Streets.....	Orleans Philadelphia	6.65 ....	..... Philadelphia	..... 0.66	..... 0.66	..... 0.66	..... 0.66

Towns.....	187.09	.....	.....	148.94	31.50	6.65
Villages.....	.....	.....	16.76	15.14	0.96	0.66
Cities.....	.....	.....	2.01	2.01	.....	.....
Totals.....	187.09	.....	18.77	166.09	32.46	7.31

STATE HIGHWAYS.

	Route No.	Sec- tion				
5005 ²	27	5, 7	Black River—Watertown.....	{ Le Ray..... 2.81 Pamelia..... 0.77 Rutland..... Watertown..... 3.24	..... ..... Black River, v. 1.10	..... 4.68
5119	30	11	Adams—Watertown, Part 3.....	.....	.....	3.24
5140	27	10, 11	Watertown—Clayton, Part 1.....	{ Pamelia..... 4.39 ¹ Rutland..... 0.29	..... ..... Black River, v.. 0.36	..... 5.24 0.29
5152	27	4-C	Felts Mills.....	{ Rutland..... Le Ray..... 0.05	..... .....	..... 0.41
5175	27	6	Black River.....	{ Rutland..... Clayton..... 6.20	..... .....	..... 7.31
5266	27	13	Watertown—Clayton, Part 3.....	{ Pamelia..... 0.20 Brownville..... 3.18 Clayton..... 5.07	..... ..... .....	..... 8.45
5267	27	12	Watertown—Clayton, Part 2.....	{ Ellisburg..... 8.16 Adams..... 2.93	..... .....	..... 13.38
5269	30	13, 14	County Line—Adams Center.....	{ Adams..... Ellisburg..... 0.51	..... .....	..... 0.16
5269-A ³	Pet. V-1188		County Line—Adams Center.....	{ Clayton..... 3.14 Orleans..... 2.94	..... .....	..... 11.34
5269-B ³			County Line—Adams Center.....	{ Alexandria..... 3.98	Alexand. Bay, v 0.60	.....
5304	{ 27 Pet. V-1083	{ 14	Clayton—Alexandria Bay.....	{ Clayton, v..... 0.68	.....	.....

¹ Original contract forfeited September 27, 1916.
² Original contract 4.84 miles; 4.77 miles constructed, of which 0.03 mile was rebuilt as part of No. 5173. 0.03 mile in Le Roy and 0.08 mile in Rutland discarded or reconstructed under No. 5175.
³ A portion of No. 5269 omitted from original count
*Exclusive of villages.

JEFFERSON COUNTY — Concluded

STATE HIGHWAYS.			Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.	Route No.	Sec- tion								
5304-A	27	17	Clayton—Alexandria Bay.....	Clayton.....	.....	Clayton, v.....	0.15	.....	....	0.15
5332	27	1	Lowville—Carthage.....	Champion.....	.....	West Carthage.	1.12	1.12	....	.....
5332-A	Pet. V-1200									
5344	27	2, 4	Carthage Village: State and School Streets and West End Avenue....	Wilna.....	.....	Carthage, v....	2.12	2.12	....	.....
	30-A	1								
	Pet. V-1121									
5402	30-A	1-A	Carthage Village: State Street.....	Wilna.....	.....	Carthage, v....	0.35	.....	....	0.35
	27	3								
5403	27	13-A	Clayton Village.....	Clayton.....	.....	Clayton, v.....	1.17	1.17	....	.....
	Pet. V-1181									
5426	30	10	Adams—Watertown, Part 4.....	Watertown.....	1.81	.....	....	1.81	....	.....
5427	30	1	Antwerp—County Line.....	Antwerp.....	5.36	Antwerp, v.....	0.40	5.76	....	.....
5530	27	8	Watertown City: Eastern Boulevard	.....	.....	Watertown, c..	1.08	1.08	....	.....
5548	30	2, 3	Philadelphia—Antwerp.....	Philadelphia.....	2.15	Philadelphia, v.	1.25	7.27	....	.....
	30-A	7		Antwerp.....	2.78	Antwerp, v....	1.09			
5617	30	4	Watertown—Philadelphia, Part 2...	Le Ray.....	3.79	.....	....	.....	5.03	.....
				Philadelphia.....	1.24	.....	....	
5618	30-A	6	Carthage—Antwerp, Part 4.....	Wilna.....	0.84	.....	....	.....	4.05	.....
	Pet. V-1222			Antwerp.....	2.75	Antwerp, v....	0.46			
				Towns.....	68.58	.....	.....	58.84	9.08	0.66
				Villages.....	.....	.....	14.41	14.41	....	.....
				Cities.....	.....	.....	1.93	1.93	....	.....
				Totals.....	68.58	.....	16.34	75.18	9.08	0.66

LEWIS COUNTY

COUNTY HIGHWAYS.

Petition
No.

847 *	547, 816....	Copenhagen—Lowville, Part 2.....	Lowville.....	5.30	.....	5.30	.....	.....
937	V-10, 2641..	Copenhagen—Denmark.....	Denmark.....	2.69	Copenhagen, v. 1.14	3.83	.....	.....
1020	816.....	Copenhagen—Lowville, Part 1.....	{ Harrisburg..... Lowville.....	4.40 0.18	.....	4.58	.....	.....
1092	V-219.....	Lowville Village.....	Lowville.....	.....	Lowville, v. 0.51	0.51	.....	.....
1191	3070.....	Carthage—Naumburg, Part 2.....	Croghan.....	6.38	.....	6.38	.....	.....
1192	3070, 816...	Naumburg—Croghan.....	{ Croghan..... New Bremen.....	3.97 1.76	.....	5.73	.....	.....
1193	816, 3420...	Lowville—Croghan.....	{ Lowville..... New Bremen.....	2.37 6.34	..... Croghan, v. 0.46	9.17	.....	.....
1299	3192.....	Constableville—Lyons Falls, Part 2.	West Turin.....	2.00	.....	2.00	.....	.....
1300	547.....	Barnes Corners—West Lowville, Part 2.....	{ Harrisburg..... Lowville.....	6.65 2.17	.....	8.82	.....	.....
1301	V-328, 3525.	Lowville Village: Shady Avenue and East State Street.....	Lowville.....	.....	Lowville, v. 1.27	1.27	.....	.....
1442	{ 816, 3212 3213.....	Barnes Cors.—Copenhagen, Part 2...	{ Pinckney..... Harrisburg.....	2.49 0.08	.....	.....	.....	4.74
1490	2389, 547...	Barnes Cors.—W. Lowville, Part 1..	Denmark.....	1.71	Copenhagen, v. 0.46	.....	.....	5.37
			Pinckney.....	5.37	.....	.....	.....	.....
			Towns.....	53.86	.....	35.39	8.82	9.65
			Villages.....	.....	.....	3.38	.....	0.46
			Cities.....	.....	.....	.....	.....	.....
			Totals.....	53.86	.....	38.77	8.82	10.11

¹ A portion of No. 5304 cancelled for grade crossing elimination.
² Total length 14.33 miles. Part in Lewis county. 0.76 mile of original contract in Jefferson county cancelled and re-let as No. 5332-A.
³ Original contract 5.74 miles. 5.32 miles constructed of which 0.02 mile was rebuilt as No. 1020.
* Exclusive of villages.

LEWIS COUNTY — Concluded

STATE HIGHWAYS.										
High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5036	27	7	Lowville—Martinsburg.....	{ Lowville..... Martinsburg.....	0.57 2.04	.....	.....	2.61	.....	.....
5077	27	6	Martinsburg—Turin.....	Martinsburg.....	3.08	.....	.....	3.08	.....	.....
5309	{	27	8	Lowville.....	.....	Lowville, v.....	1.30	1.30	.....	.....
5327	27	1-5	Oneida County Line—Turin.....	{ Leyden..... West Turin..... Turin.....	5.67 3.10 4.92	.....	.....	14.77	.....	.....
5332	{	27	9, 10	Lowville—Carthage.....	{ Lowville..... Denmark.....	5.53 7.68	.....	13.21	.....	.....
				Towns.....	32.59	.....	.....	32.59	.....	.....
				Villages.....	.....	.....	2.38	2.38	.....	.....
				Cities.....	.....	.....	.....	.....	.....	.....
				Towns.....	32.59	.....	2.38	34.97	.....	.....

COUNTY HIGHWAYS.

LIVINGSTON COUNTY

	Petition No.										
482	122.....	Dansville—Mount Morris, Part 3...	Mount Morris.....	2.23	.....	.....	.....	.....	2.23	.....	.....
622 ¹	123.....	Mount Morris—Geneseo.....	{ Mount Morris..... Groveland..... Geneseo.....	1.40 1.29 2.51	.....	.....	.....	.....	5.20	.....	.....
623	124	Geneseo Avon.....	{ Geneseo..... Avon.....	3.73 3.26	.....	.....	.....	.....	6.99	.....	.....

714	122.....	Dansville—Mount Morris, Part 1...	{ North Dansville..... 0.72 West Sparta..... 4.65	.....	.....	5.37	.....
715	122.....	Dansville—Mount Morris, Part 2...	{ West Sparta..... 2.89 Groveland..... 1.65	.....	.....	4.54	.....
716	1616.....	Livonia—Lakeville.....	Livonia..... 2.22	.....	.....	2.22	.....
717	{ 1168, 1608, 2372, 2373 }	Livonia—Ontario County Line....	Livonia..... 5.83	.....	.....	5.83	.....
718	1249, 1607..	Geneseo—Piffard.....	York..... 2.12	.....	.....	2.12	.....
828	1614.....	Kuder's Cor's—Springwater Town L.	Coneus..... 7.19	.....	.....	7.19	.....
829	V-272, 2374.	Livonia—Coneus Town Line.....	Livonia..... 3.63	Livonia, v..... 0.54	.....	4.17	.....
855*	V-60.....	Mount Morris Village.....	Mount Morris.....	Mt. Morris, v.. 0.47	.....	0.47	.....
856	V-29, 2645..	Geneseo Village.....	Geneseo.....	Geneseo, v..... 1.32	.....	1.32	.....
867	V-42.....	Dansville Village.....	North Dansville.....	Dansville, v.... 1.09	.....	1.09	.....
1010	V-103.....	Livonia Village.....	Livonia.....	Livonia, v..... 0.98	.....	0.98	.....
1030	V-149, 3036.	Avon Village.....	Avon.....	Avon, v..... 1.25	.....	1.25	.....
1247	1609, 2552..	Moscow—Geneseo.....	{ Leicester..... 2.63 Geneseo..... 0.88	.....	.....	3.51	.....
1248	2551, V-49..	Perry Center—Moscow, Part 2.....	Leicester..... 3.22	Moscow, v..... 0.74	.....	3.96	.....
1249	3154.....	West Rush—East Avon.....	Avon..... 2.18	.....	.....	2.18	.....
1318	3349.....	W. Bloomfield—Honeoye Falls, P't 2	Lima..... 0.24	.....	.....	0.24	.....
1321*	1610.....	Coneus—Wayland.....	Springwater..... 8.34	.....	.....	8.34	.....
1350	2370, 3660..	Nunda—Dalton.....	Nunda..... 3.03	Nunda, v..... 0.39	.....	3.42	.....
1351	311.....	Groveland—West Sparta.....	{ Groveland..... 1.11 West Sparta..... 0.94	.....	.....	2.05	.....
1459	3592.....	Wayland—Dansville, Part 2.....	North Dansville.... 1.29	Dansville, v.... 0.18	.....	1.47	.....
			Towns..... 69.18	.....	.....	51.25	17.93
			Villages.....	.....	6.96	5.65	1.31
			Cities.....	.....	.....	.....	.....
			Totals..... 69.18	.....	6.96	56.90	19.24

¹ Total length 14.33 miles. Part in Jefferson county. Original plans 13.21 miles in Lewis county. 1.76 miles in Lowville and 5.10 miles in Denmark cancelled and re-let as No. 5332-B.
² 1.66 miles included in State Route No. 15.
³ Included in State Route No. 15.
⁴ Original onrtract forfeited August 2, 1916.
*Exclusive of villages.

506	744.....	Chittenango—Eagle Village.....	Sullivan.....	2.18	.....	2.18	.....
726 ¹	{ 1317, 1365, 1384.....	Chittenango—Oneida, Part 2.....	{ Lenox.....	5.18	0.68	7.53	.....
				.....	1.67	.....	.....
727 ¹	1358, 1316..	Chittenango—Oneida, Part 1.....	.....	.....	.....	.....	.....
811	2588.....	Georgetown—Otselic.....	Georgetown.....	2.39	.....	2.39	.....
812	765.....	Canastota—South Bay.....	Lenox.....	4.81	.....	4.81	.....
883	2593.....	De Ruyter—Otselic, Part 1.....	De Ruyter.....	2.14	.....	2.14	.....
908	V-61.....	Canastota Village.....	Lenox.....	.....	2.07	2.07	.....
955	V-134.....	Chittenango Vil.: Seneca Turnpike..	Sullivan.....	.....	0.45	0.45	.....
962	2589.....	Bridgeport—Lakeport.....	Sullivan.....	5.09	.....	5.09	.....
1022	2589.....	Lakeport—Oneida Lake.....	Sullivan.....	3.18	.....	3.18	.....
1110	2586.....	Oneida—South Bay, Part 1.....	.....	.....	3.05	3.05	.....
1160	2587, 2855..	Oneida—Munnsville, Part 1.....	{ Stockbridge.....	.....	3.32	4.96	.....
1216	3215, V-246.	Chittenango—Lakeport, Part 1....		1.71	0.16	1.87	.....
1217	2855, 766...	Oneida—Munnsville, Part 2.....	Stockbridge.....	2.26	0.93	3.19	.....
1326	V-314, 3473.	DeRuyter Village: Albany Street....	DeRuyter.....	.....	0.18	0.18	.....
1360	2855, 2854..	Munnsville—Pratts Hollow—Pine Woods.....	{ Stockbridge..... Eaton.....	2.90 3.61	0.03	..... 6.54	.....
1361	2817.....	Oneida Lake—South Bay and Oneida—South Bay, Part 2.....	Lenox.....	5.65	.....	5.65	.....
1374	V-337.....	Oneida City: William Street.....	.....	.....	0.91	0.91	.....
				<hr/>			
				Towns.....	.....	35.45	12.16
				Villages.....	4.50	4.47	0.03
				Cities.....	8.95	4.99	3.96
				<hr/>			
				Totals.....	13.45	44.91	16.15
				<hr/>			

¹ Original mileage 4.20. 4.26 miles constructed.

² 5.84 miles included in State Route No. 6.

³ Built as State Highways No. 5014 and No. 5120 on Route No. 6.

* Exclusive of villages.

MADISON COUNTY — Concluded

STATE HIGHWAYS.				*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.	Route No.	Sec- tion	Name of highway	Town					
5014	6	4	Chittenango—Oneida, Part 1	Sullivan			3.20		
5078	6	1	Wampsville—Oneida Castle		Oneida, c.	2.56	2.56		
5120	{ Pet. V-1013	5	Fayetteville—Chittenango, Part 2.	Sullivan	Chittenango, v.	1.36	3.31		
5329		6, 7	Cazenovia—Morrisville	Cazenovia			10.11		
				Nelson					
				Eaton	Morrisville, v.	0.17			
5330		8, 9		Eaton	Morrisville, v.	0.87	5.63		
5380	8	7	Bouckville—Madison	Madison	Madison, v.	0.67	2.45		
5447	8	8	Madison—Oriskany Falls	Madison			3.35		
5492	8	4-6	Hamilton—Bouckville	Hamilton	Hamilton, v.	1.52	5.79		
5515	9	1	De Ruyter Vil.: Cortland & Utica Sts.	De Ruyter	De Ruyter, v.	0.81	0.81		
5585 ¹	8	1, 2, 3	Earlville—Hamilton	Hamilton	Earlville, v.	0.76		5.59	
586	9	2, 3	DeRuyter—New Woodstock	De Ruyter				7.91	
				Cazenovia					
				Towns			28.49	13.50	
				Villages		6.16	6.16		
				Cities		2.56	2.56		
				Totals		8.72	37.21	13.50	

MONROE COUNTY

COUNTY HIGHWAYS.

	Petition No.								
5 ³	33	East Av. (Brighton—Fairport Pt. 1)	Brighton	1 71				2.45	
6 ³	40	Ridge, Pt. 1 (Rochester—W. Greece)	Pittsford	0 74					
15	41	Hudson Avenue, Part 1	Greece	6.50				6.50	
60 ⁴	43	Fairport (Brighton—Fairport, Pt. 2)	Irondequoit	0.60				0.63	
61	129	Pittsford	Pittsford	1.78				3.04	
62	45, 917	West Henrietta—Rochester	Perinton	1 26				1 30	
63	46, 121	Rochester—Scottsville, Pt. 1	Pittsford	1 30				6.24	
78	38	Clifton, Pt. 1 (Maplewood—Chili)	Brighton	2 22				2.25	
79	46	Rochester—Scottsville, Pt. 2	Henrietta	3 98				3.62	
80	39, 210	Hamlin, Pt. 1 (Brockport—Hamlin)	Chili	1.92				7 58	
81	39	Hamlin, Pt. 2 (Hamlin—N. Hamlin)						4.64	
82 ⁵	34	Buffalo, Pt. 1 (Rochester—Lincoln Park)	Chili	4.06				4.06	
83 ⁶	34	Buffalo, Pt. 2 (Lincoln Plk—Moreton)	Wheatland	0.58				0.40	
			Clarkson	4.64				5.19	
			Hamlin	4.06					
			Gates	0.40					
			Gates	5.19					

county.

corp. lines

mile discarded at grade crossing and 0.22 mile built under Repair Contract No. 678
 mile at grade crossing discarded and 0.62 mile built under Repair Contract No. 678

MONROE COUNTY — Continued

COUNTY HIGHWAYS.											
High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract		
94 ¹	32, 193.....	Monroe Avenue.....	{ Brighton..... Pittsford..... Irondequoit..... Penfield..... Webster.....	..... 2.35 1.59 1.53 2.36 0.60	Rochester, c....	0.21	4.15	....	.....
98 ²	42.....	Rochester—Webster, Part 1.....		Rochester, c....	0.05	1.58	
99 ²	42.....	Rochester—Webster, Part 2.....		2.96	
100 ²	42.....	Rochester—Webster, Part 3.....		Webster, v.....	0.34	3.40	
101 ²	42.....	Rochester—Webster, Part 4.....	Webster.....	2.37	Webster, v.....	0.51	2.88	....	.....
165	162.....	Ridge, Pt. 2 (W. Greece—Parma) ..	Parma.....	2.06	.....	.....	2.06	....	.....
166	35, 188.....	Penfield, Pt. 1 (Rochester—Penfield)	{ Brighton..... Penfield.....	1.17 2.46	.....	.....	3.63	....	.....
167	35	Penfield, Pt. 2 (Penfield—County Line).....		Penfield.....	5.31	5.31	
168	37.....	Dugway (Rochester—County Line, Pt. 1).....	{ Brighton..... Penfield.....	..... 0.59 1.25	Rochester, c....	1.47	3.31	....	.....
169	37.....	Dugway (Rochester—County Line, Pt. 2).....		Penfield.....	4.02	4.02	
170	37.....	Dugway (Rochester—County Line, Pt. 3).....	Penfield.....	2.88	.....	.....	2.88	....	.....
171 ²	171.....	Lake, Pt. 1 (Brockport—Sweden)....	Sweden.....	2.00	.....	.....	2.00	....	.....
172	153.....	Portland Avenue, Part 1.....	{ Irondequoit.....	..... 0.66	Rochester, c....	0.04	0.70	....	.....
						

173	178.....	Hudson Avenue, Part 2.....	Irondequoit.....	1.00	.....	.....	1.00	.....
252 ⁴	38.....	Clifton, Pt. 2 (Chil—Buckbee).....	Chili.....	2.92	.....	.....	2.92	.....
253 ⁵	195.....	Lyell.....	Gates.....	2.12	.....	.....	2.12	.....
254 ⁶	196.....	Rochester—Chili, Pt. 1.....	{ Gates.....	..... 2.26	Rochester, c.....	0.85	3.11	.....
255 ⁶	211.....	Rochester—Chili, Pt. 2.....	Chili.....	2.56	.....	.....	2.56	.....
258	215.....	Ridge, Pt. 3 (Parma—Garland).....	Parma.....	3.60	.....	.....	3.60	.....
257	214.....	Ridge, Pt. 4 (Garland—Clarkson).....	Clarkson.....	3.36	.....	.....	3.36	.....
269	162-A.....	Hilton.....	Parma.....	4.30	.....	.....	4.30	.....
276	163, 412.....	Barnard Crossing, Parts 1 and 2.....	Greece.....	4.14	.....	.....	4.14	.....
286	333.....	Left Fork—German Church—Redman.....	Hamlin.....	5.55	.....	.....	5.55	.....
294	682.....	Clover Street.....	{ Brighton..... Pittsford.....	0.22 5.67	.....	.....	5.89	.....
398 ⁶	516.....	County Line.....	Hamlin.....	2.76	.....	.....	2.76	.....
399 ⁷	324.....	Latta.....	{ Greece.....	..... 6.67	Rochester, c.....	0.15	6.82	.....
400	177.....	Portland Avenue, Part 2.....	Irondequoit.....	0.93	.....	.....	0.93	.....
401	689.....	Rapids.....	{ Gates.....	..... 1.61	Rochester, c.....	0.29	1.90	.....
402	410.....	Buffalo, Pt. 3 (Moreton—No. Chili).....	Ogden.....	2.05	.....	.....	3.62	.....
403	515-A.....	Churchville—Riga.....	Chili.....	1.57	.....	.....	2.08	.....

¹ Included in State Route No. 14. Original plans 4.23 miles, of which 0.02 mile over bridge was not constructed. 0.06 mile in Pittsford destroyed by barge canal and rebuilt as No. 5435.

² Included in State Route No. 30.

³ 0.50 mile included in State Route No. 30.

⁴ 0.46 mile included in State Route No. 16.

⁵ Included in State Route No. 16.

⁶ One-half in Orleans county. Actual length is 5.53 miles. Original contract 5.55 miles.

⁷ Original contract 6.84 miles. 6.82 miles constructed.

* Exclusive of villages.

MONROE COUNTY — Continued

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
408	216	Rich's Dugway—Penfield	Penfield	0.85			2.43		
474	955	Clover Street, Part 2	Brighton	1.58					
479 ¹	43	Fairport, Part 2	Brighton	1.95			1.95		
480	515	Buffalo, Pt. 4 (N. Chili—Churchville)	Perinton	0.27			0.27		
481	44	Despatch—Pittsford, Part 2	Riga	3.02			3.02		
491	409	Hilton—Bartletts Corners	Pittsford	0.99			0.99		
492	294, 435	Lake, Part 2 and Fourth Section	Parma	1.01			1.01		
493 ²	684, 968	Mendon—Pittsford	Sweden	5.75			5.75		
493-A ³	968	Mendon—Pittsford (Pugley's Hill)	Mendon	2.63			5.78		
494	197	East Henrietta—Rochester	Pittsford	3.15			0.48		
495 ⁴	408, 683, V-16	Parma Corners—Spencerport—North Chili	Pittsford	0.48					
495-A ⁵	3434, V-16	Spencerport Village	Brighton	1.89			4.43		
496	697	Brockport—Holley, Part 1	Henrietta	2.54					
497	987	Pittsford—North Henrietta	Parma	1.02			6.15		
502	916	Honeoye Falls—Pittsford Town Line	Ogden	4.71	Spencerport, v.	0.42			
538	176, 170	Ridge—Rochester—Sea Breeze	Ogden		Spencerport, v.	0.24	0.24		
573	980	Sea Breeze—Nine Mile Point	Sweden	2.15					2.26
573-A	980	Sea Breeze—Nine Mile Point	Clarkson	0.11					
574	614, V 123	Fairport—Nine Mile Point	Pittsford	2.67			2.67		
574-A			Mendon	5.19			5.19		
			Irondequoit	4.22	Rochester, c.	1.45	5.67		
			Webster	6.38			6.38		
			Webster	0.11				0.11	
			Perinton	1.01	Fairport, v.	0.39			
			Pittsford	5.23			11.41		
			Webster	3.03	Webster, v.	1.09			

575	690, 692 ..	Honey's Falls—Kush ..	Mendon ..	1.67	.....	.....	.....
588*	962.	Monroe—Orleans County Line..	Clarkson ..	1.04	.....	.....	1.04
633	419.....	Hamlin ..	Hamlin ..	3.73	.....	.....	3.73
634	2188, 2987..	Buffalo, Part 5.....	Riga ..	2.12	Churchville, v. ..	1.31	3.43
648	742, 743....	West Henrietta—West Rush ..	Henrietta.....	1.63	.....	.....	7.37
760	691.....	Little Ridge, Part 5.....	Rush ..	5.74	.....	.....	3.83
764*	411.....	Scottsville—Mumford.....	Clarkson ..	3.83	.....	.....	.....
766	1289, 1197. }	Pittsford—Palmyra, Parts 1 and 2..	Pittsford ..	1.09	.....	.....	7.12
767	1735, 1736.. }		Perinton ..	6.03	.....	.....	.....
810	2571.	Victor—Mendon, Part 2 ..	Mendon ..	1.03	.....	.....	1.03
851*	2442, V-24..	Hilton Village.....	Parma ..	.....	Hilton, v.	1.09	1.09
1009	1293.....	Spencerport—North Chili, Part 2..	Chili ..	0.52	.....	.....	0.52
1187	2686.....	Rush—Mendon, Part 2.. ..	Mendon ..	3.85	.....	.....	3.85
1236	1293.....	Buckbee Corners—North Chili.....	Chili.	1.87	.....	.....	1.87
1237	3347, V-260.	Pittsford Village: North, N. Main and State Streets ..	Pittsford ..	.....	Pittsford, v.	0.66	0.66
1281	2181, 3563..	West Greece—Manitou Beach.....	Greece.....	5.12	.....	.....	8.39
1282	2183.....	Morton—Redmond Road.....	Parma.....	3.27	.....	.....	1.51
1283	.....2184, 2189..	Rush—Henrietta ..	Hamlin ..	1.51	.....	.....	4.54
1284	.....2686, 3524..	Riga—Mumford.....	Rush.....	1.45	.....	.....	6.05
			Henrietta.....	3.09	.....	.....
			Riga.....	2.50	.....	.....
			Wheatland.....	3.55	.....	.....

omitted from original.

and re-let as No. 574-A.

1 miles.

a Route No. 10.

ed

MONROE COUNTY — Concluded

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1290	1197.....	Hannan Corners—Fairport.....	Perinton.....	1.53	.....	.....	1.53	.....	.....
1319	.....	Honeoye Falls Village; Ontario, East and Main Sts.....	Mendon.....	.....	Hon'ye Falls, v.	1.64	1.64	.....	.....
1328	.....2692.....	Winton Road North.....	Irondequoit.....	0.73	.....	.....	0.73	.....	.....
1337	{ 44-212, V-297 1348-4318 }	{ E. Rochester—Penfield.....	{ Pittsford..... Perinton..... Penfield.....	{ 0.07 0.39 0.84	{ E. Rochester, v. E. Rochester, v.	{ 1.14 0.47	{ 2.91..........	.....	.....
1367	1301.....	Ballantyne Br.—Genesee Valley Pk.	Brighton.....	1.72	.....	.....	1.72	.....	.....
1390	3613, 1344..	Chili—Coldwater.....	Chili.....	1.49	.....	.....	.....	2.92	.....
1391	2190, 2179..	Sweden—Walker.....	Gates.....	1.43	.....	.....	.....	7.93	.....
1392	2709, 2686..	Rush—Mendon, Part 1.....	Sweden.....	3.30	.....	.....	.....	.....	3.69
1393	2710.....	Scottsville—Rush.....	Clarkson.....	4.63	.....	.....	.....	.....	.....
1466	2672, 2688..	Churchville—Adams Basin.....	Rush.....	1.92	.....	.....	.....	.....	.....
1481	603.....	Elmgrove—Ridge.....	Mendon.....	1.77	.....	.....	.....	.....	.....
			Wheatland.....	0.74	.....	.....	.....	5.27	.....
			Rush.....	4.53	.....	.....	.....	6.33	.....
			Riga.....	1.50	.....	.....	.....	.....	.....
			Ogden.....	4.83	.....	.....	.....	.....	.....
			Gates.....	0.31	.....	.....	.....	.....	2.73
			Greece.....	2.42	.....	.....	.....	.....	.....
Totals.....				292.25	.....	.....	261.01	22.56	8.68
Villages.....				.....	.....	9.98	9.98	.....	.....
Cities.....				.....	.....	4.91	4.91	.....	.....
Totals.....				202.25	.....	14.89	275.90	22.56	8.68

STATE HIGHWAYS.

	Route No.	Sec- tion								
5046	{ 15 16	3 1, 3	Scottsville—Mumford.....	Wheatland.....	4.97	Scottsville, v...	0.81	5.78	.....	.....
5093	20	6	Fairport Extension.....	Pittsford.....	0.18	.....	.....	.....	.....	0.18
5097	16	2	Garbutts Crossing.....	Wheatland.....	0.94	Scottsville, v...	0.12	1.06	.....	.....
5279	16	4, 5	Scottsville—Chili.....	{ Wheatland..... Chili..... Clarkson..... Sweden.....	{ 0.84 5.19 1.82 0.93	{ Scottsville, v... Brockport, v...	{ 0.60 0.50	{ 6.63 3.25	{	{
5425	30	11	Holley—Brockport, Part 2.....	Sweden.....	0.93	Brockport, v...	0.50	.....	.....	.....
5435	{ 14 Pet. V-1165	{ 4 Main Streets.....	Pittsford Village: Monroe and South Main Streets.....	Pittsford.....	0.06	Pittsford, v....	0.86	0.92	.....	.....
5507	15	1	Scottsville—Conawangus, Part 1...	Wheatland.....	2.10	Scottsville, v...	0.04	2.14	.....	.....
5522	14	1	Ionia—Mendon.....	Mendon.....	3.97	.....	.....	3.97	.....	.....
5529	{ 30 Pet. V-1093 Pet. V-1157	{ 8, 9 Lyell Avenue—Spencerport.....	{ Gates..... Ogden.....	{ Gates..... Ogden.....	{ 3.35 2.31	{ Spencerport, v..	{ 0.40	{ 6.06	{	{
5539	30	10	Brockport—Spencerport.....	{ Sweden..... Ogden.....	{ 3.48 3.69	{ Spencerport, v..	{ 0.14	{	{ 7.31	{
5581	{ 30 Pet. V-1118	{ 10 Brockport Village: Main St.....	Sweden.....	Sweden.....	.....	Brockport, v...	0.14	0.14	.....	.....
Towns.....				33.83	.....	.....	.....	26.48	7.17	0.18
Villages.....				.....	.....	.....	3.61	3.47	0.14	.....
Cities.....				.....	.....	.....	.....	.....	.....	.....
Totals.....				33.83	.....	.....	3.61	29.95	7.31	0.18

* Exclusive of villages.

MONTGOMERY COUNTY

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
32	88-A.....	Amsterdam—Minaville, Part 1.....	Florida.....	2.65	.....	.....	2.65	....	.....
96	88.....	Amsterdam—Minaville, Part 2.....	Florida.....	0.64	.....	.....	0.64	....	.....
107	139.....	Fultonville—Glen.....	Glen.....	3.66	.....	.....	3.66	....	.....
108	183.....	Mohawk River Turnpike, Amsterdam—Tribes Hill.....	Amsterdam..	1.82	Ft. Johnson, v.	1.43	3.25	....	.....
120	180.....	Canajoharie—Sharon Springs.....	Canajoharie.....	4.14	.....	.....	4.14	....	.....
152	181.....	Fonda, East.....	Mohawk.....	2.50	.....	.....	2.50	....	.....
155 ¹	182.....	Fonda, West.....	Mohawk.....	2.50	.....	.....	2.50	....	.....
158	51.....	Northampton.....	Amsterdam.....	0.70	.....	.....	0.70	....	.....
180 ¹	209.....	Mohawk River Turnpike, Amsterdam—Cranesville.....	Amsterdam.....	2.82	.....	.....	2.82	....	.....
298	460.....	Amsterdam—Hagaman.....	Amsterdam.....	2.20	.....	.....	2.20	....	.....
299	550.....	Saulwaters Corners—Youngs Cor's.	Florida.....	2.77	.....	.....	2.77	....	.....
300	383.....	DeGraaf Corners—Sherburn Corners	Florida.....	1.13	.....	.....	1.13	....	.....
301	274.....	Minaville—Scotch Bush.....	Florida.....	2.34	.....	.....	2.34	....	.....
302	208.....	Fonda—Berryville.....	Mohawk.....	2.00	.....	.....	2.00	....	.....
303	380.....	Fonda—Tribes Hill.....	Mohawk.....	2.21	.....	.....	2.21	....	.....
304	273.....	Sprakers—Rural Grove, Part 1.....	Root.....	5.66	.....	.....	5.66	....	.....
345	379.....	Canajoharie—Sprout Brook.....	Canajoharie.....	4.66	.....	.....	4.66	....	.....
346	381.....	Sprakers—Rural Grove, Part 2.....	Root.....	2.52	.....	.....	2.52	....	.....
347	461.....	Canajoharie—Sharon Springs, Part 2	Canajoharie.....	2.94	.....	.....	2.94	....	.....
397	378.....	Canajoharie—Flat Creek—Blain....	Canajoharie.....	6.52	.....	.....	6.52	....	.....
409	255.....	Fort Plain—Starkville.....	Minden.....	6.22	.....	.....	6.22	....	.....

410 ²	{ 548, 3074 } Fort Plain — Hessville — Sprout	{ Canajoharie	0.91	.....	.....	7.10	.....
	{ 3285 } Brook	{ Minden	5.51	.....	0.63	.....	.....
511	400, 748.... Glen—Charleston	Glen	2.30	.....	.....	3.81	.....
		Charleston	1.51	.....	.....	.....	.....
512	918, 2064... Akin—Johnstown, Part 1	Amsterdam	1.75	.....	0.81	.....	.....
		Mohawk	1.03	.....	.....	.....	.....
513	549..... Amsterdam—Morris Corners	Florida	2.42	.....	.....	2.49	.....
514 ²	676..... Snooks Corner—Amsterdam	Florida	2.70	.....	.....	.....	2.70
515 ⁴	794..... Berryville—Sammons ville	Mohawk	1.61	.....	.....	1.61	.....
516	985..... Johnstown—Tribes Hill, Part 2	Mohawk	2.75	.....	.....	.....	2.75
517 ⁵	749, 750.... Palatine Bridge—Stone Arabia	Palatine	3.38	.....	0.32	.....	3.70
518 ⁶	693, 694.... East Creek—Palatine Church	.....	.....	.....	.....	.....	.....
632 ⁷	1361..... Hoffman—Cranesville	Amsterdam	.....	.....	.....	.....	.....
804 ⁸	V-1, V-26... Fultonville Village—Fonda Village	{ Glen	.....	.....	0.62	.....	.....
		{ Mohawk	.....	.....	0.28	.....	.....
889	V-109..... Fort Plain Village	Minden	.....	.....	0.64	.....	.....
943	1130..... Schenectady County Line—Seotch Bush	.....	.....	.....	.....	.....	.....
		Florida	1.38	.....	.....	1.38	.....
1140	V-222, 8415. Amsterdam City: West Main Street	.....	.....	.....	1.87	.....	.....
			Towns.....	90.92	.....	60.96	15.11
			Villages.....	.....	4.78	3.78	0.68
			Cities.....	.....	1.87	1.87	.....
			Totals.....	90.92	6.65	72.63	16.79

² Included in State Route No. 6.³ Original contract forfeited September 20, 1914.

No. 6.

125 on

Bridge

6.

ited.

⁷ Exclusive of villages.

MONTGOMERY COUNTY — Concluded

STATE HIGHWAYS.				Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
High-way No.	Route No.	Sec-tion									
5028	6	16, 17	East Creek—St. Johnsville.....	St. Johnsville.....	2.83	St. Johnsville, v	0.90	3.73	.....	.....	.....
5096 ¹	24	1	Fonda—Johnstown.....	Mohawk.....	1.98	Fonda, v.....	0.45	2.43	.....	.....	.....
5109	6	15	St. Johnsville—Nelliston.....	{ St. Johnsville.....	2.81	.....	.....	4.79	.....	.....	.....
				{ Palatine.....	1.98	.....	.....	.....	.....	.....	.....
5123	6	12-14	Nelliston—Palatine Bridge.....	{ Palatine.....	.....	Nelliston, v.....	2.08	4.06	.....	.....	.....
				{ Palatine.....	0.52	Palatine Br., v.	1.46	.....	.....	.....	.....
5124 ²	6	11	Palatine Bridge—Fonda, Part 1....	Palatine.....	4.25	.....	.....	4.25	.....	.....	.....
5125 ²	6	10	Palatine Bridge—Fonda, Part 2	{ Palatine.....	0.45	.....	.....	4.00	.....	.....	.....
				{ Mohawk.....	3.55	.....	.....	.....	.....	.....	.....
5126	6	1	Hoffman—Cranesville.....	Amsterdam.....	2.24	.....	.....	2.24	.....	.....	.....
						20.61	.....	20.61	.....	.....	.....
						Towns.....	.....	.....	.....	.....	.....
						Villages.....	.....	4.89	4.89	.....	.....
						Cities.....	.....	.....	.....	.....	.....
						Totals.....	20.61	4.89	25.50	.....	.....

NASSAU COUNTY

COUNTY HIGHWAYS.				Name of highway	Town	Petition No.	Miles completed	Miles under construction	Miles approved and awaiting contract
High-way No.	Route No.	Sec-tion							
270			Birch Hill.....	Oyster Bay.....	1.16	.....	1.16	.....	.....
434			Arrandale—Bay View.....	North Hempstead..	1.69	.....	1.69	.....	.....
435			South Glenwood—Meeting House..	{ Oyster Bay.....	1.84	.....	1.94	.....	.....
				{ North Hempstead..	0.10	.....	.....	.....	.....

436 ⁴	622, 623....	Jericho Turnpike—Plainview.....	Oyster Bay.....	6.98	.....	6.98	.....
437	612, 613....	Jerusalem Avenue—Front Street...	Hempstead.....	7.09	.....	7.09	.....
545	637.....	Syosset—Cold Spring Harbor.....	Oyster Bay.....	3.22	.....	3.22	.....
546	627.....	New Bridge.....	{ Oyster Bay.....	1.72	.....	6.02	.....
			{ Hempstead.....	4.30	.....		.....
547 ⁵	615, 619, 646	Willet—East Williston—Westbury Pond.....	{ Oyster Bay.....	0.15	.....	6.43	.....
			{ North Hempstead..	6.28	.....		.....
548 ⁶	626.....	Berry Hill, Part 1.....	Oyster Bay.....	4.74	.....	4.74	.....
898 ⁷	2173.....	East Norwich—Memorial Cemetery.	Oyster Bay.....	2.88	.....	2.88	.....
953	969.....	Glen Cove.....	Oyster Bay.....	0.97	.....	0.97	.....
988	642, 717....	New Hyde Park—Great Neck.....	{ North Hempstead..	0.22	.....	0.35	.....
			{ Hempstead.....	0.13	.....		.....
1201	3471.....	Huntington Town Line—Farmingdale, Part 2.....	Oyster Bay.....	0.26	Farmingdale, v. 0.35	0.61	.....
1202	641, 3469...	Plainview—Massapequa Turnpike..	Oyster Bay.....	4.41	.....	4.41	.....
1203	611, 3470...	Baldwin—Oceanside.....	Hempstead.....	1.56	.....	1.56	.....
1342	618.....	Roslyn—Port Washington.....	No. Hempstead....	5.24	.....	5.24	.....
1343	{ 688, 639,	{ Westbury—Hicksville.....	{ No. Hempstead....	1.77	.....	3.09	.....
	{ 3639		{ Oyster Bay.....	1.32	.....		.....
1344	638.....	Green Corner—Francis Pond.....	Oyster Bay.....	3.38	.....	3.38	.....
1396	{ 3572, 3573,	{ Sheridan Boulevard—Burnside Ave.	{ Hempstead.....	2.02	Lawrence, v... 0.19		2.99
	{ V-370	{ and Rockaway Turnpike.....	{ Hempstead.....	....	Cedarhurst, v.. 0.78		
Totals.....				63.43	.....	49.70 11.71	2.02
Villages.....				....	.....	0.35	0.97
Cities.....				....	.....	....	....
Totals.....				63.43	.....	50.05 11.71	2.99

¹ Part in Fulton county. Total length 3.07 miles.
² Items combined and let as one contract.
⁴ 1.40 miles included in State Route No. 35.
⁵ 1.75 miles included in State Route No. 35.
⁶ 1.84 miles included in State Route No. 35.
⁷ 1.17 miles included in State Route No. 35.
^{*} Exclusive of villages.

NASSAU COUNTY — Concluded

STATE HIGHWAYS.		Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
Highway No.	Route No.									
5051	35	3	Little Neck—Old Westbury, Part 3.	North Hempstead..	1.96	.....	.....	1.96	....	.....
5106	35	1, 4	Little Neck—Old Westbury, Parts 1 and 4.....	North Hempstead..	2.46	.....	.....	2.46	....	.....
5280	35	2	Little Neck—Old Westbury, Part 2.	North Hempstead..	1.57	.....	.....	.....	1.57	.....
5505	35	5, 7	Wheatley—East Norwich, Part 1....	{ North Hempstead..	0.52	.....	.....	2.93	....	.....
				{ Oyster Bay.....	2.41	.....	.....	.....	.....	.....
					Towns.....	8.92	.....	7.35	1.57	.....
					Villages.....	....	.....	.....	....	.....
					Cities.....	....	.....	.....	....	.....
					Totals.....	8.92	.....	7.35	1.57	.....

NIAGARA COUNTY

COUNTY HIGHWAYS.		Petition No.	Name of highway	Town	Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
Highway No.	Route No.									
251	306, 2282...		Griswold Street.....	Royalton.....	3.16	.....	.....	3.16	....	.....
475 ¹	732.....		Suspension Bridge—Lewiston.....	Lewiston.....	2.22	.....	.....	2.22	....	.....
507	1081.....		Transit, Part 3.....	{ Lockport.....	2.88	Lockport, c....	0.22	4.68	....	.....
617	1178.....		Lewiston—Dickersonville.....	Pendleton.....	1.68	.....	.....	.....	....	.....
643	1179, 1179-A		North Tonawanda—Sanborn, Parts 1 and 2.....	Lewiston.....	4.80	.....	.....	4.80	....	.....
					Wheatfield.....	4.44	.....	4.44	....	.....

600	2241	Griswold Street—Bratta Bridge	Royalton	5.93	.....	5.93	.....
713	1179-B	North Tonawanda—Shawnee	Wheatfield	5.13	.....	5.13	.....
729	2240	Shawnee—Cambria	Cambria	3.20	.....	3.20	.....
740 ²	1693	Sanborn—Pekin	Lawiston	1.83	.....	2.75	.....
			Cambria	0.87	.....	.....	.....
749 ²	2245	Lockport—Tonawanda Creek	Lockport, c	0.35	.....	.....	.....
			Lockport	2.72	.....	10.30	.....
757	2239	Gasport—Hartland, Part 1	Royalton	7.23	.....	2.78	.....
758	2365	Olcott—Lockport, Part 1	Royalton	1.21	.....	.....	.....
758-A			Hartland	1.57	.....	.....	.....
759	2285	Olcott—Lockport, Part 2	Newfane	8.33	.....	8.33	.....
771 ⁶	2288	McNalls Corners—Gasport	Lockport	2.15	.....	9.15	.....
773	2244	Wendelville—Lockport, Part 2	Royalton	0.50	.....	.....	.....
774	2243	Wendelville—Lockport, Part 1	Cambria	1.83	.....	2.38	.....
799	2416, 2654	Youngstown—Lockport, Part 2	Lockport	4.63	.....	.....	4.62
800	2342, 2504, 2620	Youngstown—Lockport, Part 1	Pandleton	1.59	.....	.....	.....
832	2234	Mountain Ridge Road	Cambria	2.62	.....	4.21	.....
1045 ⁶	2646, 2623	Cambria—Lockport	Wilson	.....	.....	.....	.....
1084	3056, V-213	North Tonawanda City	Youngstown, v	0.98	.....	7.79	.....
			Lockport	2.51	.....	2.51	.....
			Cambria	5.13	.....	5.13	.....
			N. Tonawanda	2.33	.....	2.33	.....

, 2.43 miles. 0.20 mile rebuilt at railroad crossing at No. 5590.

Division Engineer.

NIAGARA COUNTY — Concluded

COUNTY HIGHWAYS		Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
Highway No.										
1085	V-163.....		Lockport City: South Transit Street		.....	Lockport, c.....	0.97	0.97	.....	.....
1086	V-212.....		Lockport City: West Avenue.....		.....	Lockport, c.....	0.60	0.60	.....	.....
1087	3029, V-213.		North Tonawanda City: Erie Ave..		.....	N. Tonawanda.	2.77	2.77	.....	.....
1135 ¹	2286, 3408..		Griswold Street—County Line.....	Royalton.....	1.08	Middleport, v..	0.41	1.49	.....	.....
1153	{ V-182, V-183, V-238.....		Lockport City: Market Street and Lake Avenue.....		.....	Lockport, c.....	1.27	1.27	.....	.....
1315	{ 2545, 2646, 2366, 2664, 3619..		Cambria—Wilson.....	Cambria.....	1.30	.....	.....	.....	8.00	.....
				Wilson.....	5.78	Wilson, v.....	0.92	.....	.....	.....
1316	3407.....		Dickersonville—Cambria.....	Lewiston.....	2.44	.....	.....	.....	.....	2.49
				Cambria.....	0.05	.....	.....	.....	.....	.....
				Towns.....	95.65	.....	.....	52.98	35.56	7.11
				Villages.....	.....	.....	2.31	0.41	1.90	.....
				Cities.....	.....	.....	8.51	5.83	0.35	2.33
				Totals.....	95.65	.....	10.82	59.22	37.81	9.44
5063 ²	18	4	Niagara Falls—Buffalo, Part 1.....	Niagara.....	0.84	LaSalle, v.....	1.57	2.41	.....	.....
5164	18	3	Niagara Falls—Buffalo, Part 2.....	Niagara.....	0.28	LaSalle, v.....	0.30	3.45	.....	.....
5220	{ 18	{ 1	Niagara Falls—Buffalo, Part 3.....	Wheatfield.....	2.87	.....	.....	4.87	.....	.....
	Pet. V-1087			Wheatfield.....	2.52	.....	.....	.....	.....	.....
5305	30	10	Niagara Falls—Sanborn.....	Niagara.....	1.91	N. Tonawanda.	2.35	7.95	.....	.....
5306	{ 18	{ 9-11	Lewiston—Youngstown.....	Lewiston.....	6.04	.....	.....	.....	.....	.....
	Pet. V-1102			Lewiston.....	2.90	Lewiston, v.....	1.36	6.82	.....	.....
				Porter.....	1.35	Youngstown, v.	1.21	.....	.....	.....

5319	30	3, 4	Wrights Corners—Hartland.	{ Newfane.....	3.49	.....	.....	6.64	....	.....
5381	18	4	LaSalle Bridge.....	{ Hartland.....	3.15	.....	.....	0.09	....	.....
5416	30	6, 7	Cambria—Wrights Corners.....	Niagara.....	.....	LaSalle, v.....	0.09	.....	....	.....
5417	30	8	Pekin—Cambria.....	{ Cambria.....	3.83	.....	.....	7.80	....	.....
5431	30	1, 2	Hartland—Medina, Part 1.....	{ Lockport.....	2.20	.....	.....	.....	....	.....
5560	{ 30 Pet. V-1216 }	1-01	Middleport—Medina, Part 1.....	{ Newfane.....	1.77	.....	.....	.....	....	.....
5561	30	1-03	Gasport—Middleport.....	{ Cambria.....	4.23	.....	.....	5.40	....	.....
5562	30	1-04	Gasport—McNalls.....	{ Lewiston.....	1.17	.....	.....	.....	....	.....
5563	30	1-05	Lockport—McNalls.....	{ Hartland.....	5.92	.....	.....	5.92	....	.....
				Royalton.....	0.29	Middleport, v..	1.03	1.32	....	.....
				Royalton.....	4.42	.....	.....	4.42	....	.....
				Royalton.....	2.33	.....	.....	2.33	....	.....
				{ Lockport..... Royalton.....	..... 2.31 2.42	Lockport, c....	0.34	.....	5.07	.....
				Towns.....	50.80	.....	.....	46.07	4.73	.....
				Villages.....	.....	.....	5.56	5.56	....	.....
				Cities.....	.....	.....	2.69	2.35	0.34	.....
				Totals.....	50.80	.....	8.25	53.98	5.07	.....
SPECIAL HIGHWAYS.										
9001	.....	.....	Middleport—Ridge.....	{ Royalton.....	0.29	.....	.....	2.69	....	.....
9002	.....	.....	Barker—Johnson Creek, Part 1....	{ Hartland.....	2.40	.....	.....	2.75	....	.....
				Somerset.....	2.75	.....	.....	.....	....	.....
				Towns.....	5.44	.....	.....	5.44	....	.....
				Totals.....	5.44	.....	.....	5.44	....	.....

¹ 0.70 mile included in State Route No. 30.
² Original contract 2.50 miles, 0.09 mile cancelled and re-let as No. 5381.
³ Original contract forfeited May 31, 1916.
* Exclusive of villages.

ONEIDA COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
3	9	River Road	.....	.....	Utica, c.	2.25	2.25	.....	.....
21 ¹	V-51, 91...	Sauquoit Creek	Whitestown	.....	Yorkville, v.	0.27	0.27	.....	.....
71 ²	67	Utica—Paris	{ New Hartford Vernon	{ 4.06 1.06	Utica, c.	0.57	4.63	.....	.....
139 ³	173	Hamilton Bridge	.....	.....	Sherrill, c.	0.23	1.29	.....	.....
140 ⁴	174	Seneca Turnpike	Vernon	2.28	.....	.....	2.28	.....	.....
250 ⁵	319-A, 2712.	Utica—Oneida Castle, Part 1	{ New Hartford Kirkland West Moreland West Moreland	{ 3.64 2.41 2.42 1.71	.....	.....	8.47	.....	.....
271 ⁶	319-A	Utica—Oneida Castle, Part 2	{ Vernon Floyd Marcy Marcy	{ 6.04 2.80 4.54 2.48	Sherrill, c.	0.78	8.53	.....	.....
295 ⁷	319-B	Mohawk River Road—Floyd	Floyd	2.80	.....	.....	2.80	.....	.....
296 ⁸	319-B	Mohawk River Road—Marcy	Marcy	4.54	.....	.....	4.54	.....	.....
297	319-B	Mohawk River Road—Deerfield	{ Marcy Augusta Augusta	{ 2.48 3.38 2.99	Utica, c.	1.26	3.74	.....	.....
368	319-C	Augusta Road, Augusta Section	Augusta	3.38	.....	.....	3.38	.....	.....
369	319-C	Augusta Road, Oriskany Falls Section	Augusta	2.99	.....	.....	2.99	.....	.....
406	319-C	Augusta Road, Vernon Cent.r Section	Augusta	.....	.....	.....	.....	.....	.....
438	319-C	Augusta Road, Lowell and Spencer	Vernon	3.88	.....	.....	3.88	.....	.....
550 ⁹	319-D	Utica—Bridgewater	{ Vernon West Moreland Paris Bridgewater	{ 2.88 4.22 5.04 4.05	.....	.....	7.10	.....	.....

560 ¹⁰	1271.....	Mohawk River—Rome.....	Rome (Low tax)....	2.42	.....	2.42
561 ¹¹	319-C.....	Rome—Northwestern, Part 1.....	Western.....	4.48	.....	4.48
562 ¹¹	1272.....	Rome—Northwestern, Part 2.....	Rome (Low tax)....	3.87	.....	3.87
563 ¹⁰	1270.....	Rome—Taberg.....	Rome (Low tax)....	5.11	.....	5.11
564 ¹²	1269, 1274..	Rome Roads, Augusta and West Moreland Sections.....	Rome (Low tax)....	5.02	.....	5.02
761 ¹³	319.....	Deansboro—New Hartford.....	{ Marshall..... Kirkland.....	{ 0.25 6.07	{	{ 6.32
837	319-F.....	Waterville—Deansboro.....	Marshall.....	4.77	.....	4.77
838	2548.....	Sauquoit.....	Paris.....	0.56	.....	0.56
839	2538.....	Augusta—Knoxboro.....	Augusta.....	1.21	.....	1.21
840	319-F.....	North Brookfield—Waterville.....	Sangerfield.....	4.37	.....	4.37
877	V-17.....	Clinton Village.....	Kirkland.....	0.97	Clinton, v.....	0.97
931 ¹⁴	2676, 2971..	Marcy Hill—Trenton.....	{ Deerfield..... Trenton.....	{ 1.74 4.89	{ Trenton, v.....	{ 7.05 0.42
932	V-100.....	Waterville Village.....	Sangerfield.....	.....	Waterville, v....	1.20
933 ¹⁴	2886, 2887..	Deerfield Corners—Marcy Hill.....	{ Marshall..... Marcy..... Deerfield.....	{ 1.93 2.42	{	{ 5.02

¹ Original plans 1.33 miles. Included in State Route No. 28 and 1.06 miles reconstructed as No. 5091.
² Included in State Route No. 23.
³ 0.10 mile included in State Route No. 6.
⁴ 0.72 mile included in State Route No. 6.
⁵ Included in State Route No. 6. Original contract 8.53 miles.
⁶ Included in State Route No. 6.
⁷ Included in State Route No. 28.
⁸ 3.32 miles included in State Route No. 28.
⁹ Included in State Route No. 23.
¹⁰ Included in State Route No. 28.
¹¹ Portion of original plans omitted through the Delta Reservoir.
¹² 1.70 miles included in State Route No. 29.
¹³ 3.00 miles constructed as County Highway on State Route No. 8.
¹⁴ Items combined and let as one contract.
* Exclusive of villages.

ONEIDA COUNTY — Continued

COUNTY HIGHWAYS.		Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.										
1107		V-202, 3190.	Oriskany Falls Village	Augusta	....	Oriskany F'ls, v	0.22	0.22	....	....
1111 ¹		V-220, A-B-C	Rome City	....	....	Rome(High tax)	0.84	0.84	....	....
1141		3189	Delta—Westernville	Rome (Low tax)	0.86	....	....	3.38	....	....
				Western	2.52	....	....	....	....	....
1144		3412	Trenton—Remsen	Trenton	3.29	Trenton, v	0.21	3.60	....	....
				Trenton	....	Remsen, v	0.10	....	....	....
1157 ²		2678	Durhamville—Rome	Verona	10.98	New London, v.	....	....	13.73	....
				Rome (Low tax)	2.75	....	....	....	....	....
				Florence	1.77	....	....	....	....	....
1158		2866	Thomson Corners—Taberg	Camden	0.72	....	....	6.65	....	....
				Annsville	4.16	....	....	....	....	....
1159 {	3098, 3122, 3123, 2678 }	Vienna—New London	Rome (Low tax)	Rome	2.55	....	....	....	....	....
			Vienna	Vienna	4.05	....	....	....	7.76	....
			Verona	Verona	1.16	....	....	....	....	....
			Western	Western	3.96	....	....	....	....	....
1355		319	North Western—Boonville, Part 1	Ava	0.85	....	....	....	....	6.15
				Boonville	1.34	....	....	....	....	....
1356		319, 3666	North Western—Boonville, Part 2	Boonville	5.29	Boonville, v	0.45	....	....	5.74
1357		1273, 2928	Rome—Ava, Part 2	Rome (Low tax)	2.92	....	....	....	4.87	....
				Lee	1.95	....	....	....	....	....
1358		2928, 2929	Rome—Ava, Part 3	Lee	5.94	....	....	....	8.28	....
				Ava	2.32	....	....	....	....	....
1382		V-356, 3683	Rome—Ava, Part 1	....	....	Rome(High tax)	1.05	....	....	1.05

1462	V-360, 3732.	North Western—Boonville, Part 3..	Boonville.....	Boonville, v....	0.45	.....	0.45
			Towns.....168.37			122.31	34.62
			Villages.....		4.20	3.39	0.90
			Cities.....		7.65	6.60	1.05
			Totals.....168.37		11.94	132.30	34.62

STATE HIGHWAYS.

5034	6	6, 8	{ Vernon Village.....	Vernon.....	Vernon, v.....	0.60	1.41	.....
5052	6		{ Oneida Castle Village	Vernon.....	Oneida Castle, v	0.81		.....
5059	28	2	New Hartford Village.....	New Hartford.....	New Hartf'd, v.	0.65	0.65	.....
5079	23	2	Whitesboro Village	Whitestown.....	Whitesboro, v..	1.60	1.60	.....
5091	28	5	Clayville Village.....	Paris.....	Clayville, v....	1.44	1.44	.....
5131	28	1	Yorkville Village.....	Whitestown.....	Yorkville, v....	1.06	1.06	.....
		5, 7	Rome City.....		Rome(High tax)	1.20	1.20	.....
5139	28	9, 10	Camden—Taberg, Part 2.....	{ Annsville.....			7.97	.....
				Lee.....				.....
5248 *	25	6, 7	Boonville Town Line—McKeever...	{ Boonville.....			16.77	.....
				Forestport.....	Forestport, v....	1.59		.....
5303 {	27	2	Boonville Village.....	Boonville.....	Boonville, v....	0.83	0.83	.....
5307	27	1, 3	Alder Creek—Lewis County Line...	Boonville.....	Boonville, v....	0.47	7.79	.....
				{ Marcy.....				.....
5325	25	2, 3	Whitesboro—Trenton.....	{ Trenton.....	Holland Pat....	0.88	12.37	.....
				{ Trenton.....	Trenton, v.....	0.07		.....

¹ 0.21 mile included in State Route No. 29. Original plans 1.02 miles, of which 0.18 mile was built by Rome city.
² Corporation limits of New London not defined.
³ Part in Herkimer county. Total length 18.00 miles.
* Exclusive of villages.

ONEIDA COUNTY — Concluded

STATE HIGHWAYS.

High-way No.	Route No.	Sec-tion	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5345	25	4	Trenton—Prospect—Remsen	{ Trenton..... Trenton..... Remsen.....	8.74 1.21	Trenton, v..... Prospect, v..... Remsen, v.....	0.29 0.42 0.20	5.66	.....	.....
5346	{ 25 Pet. V-1138	{ 5 8	Remsen—Boonville Town Line	Remsen.....	5.32	Remsen, v.....	0.80	6.12	.....	.....
5385	{ 8 Pet. V-1136	{ 1 6	Oriskany Falls Village	Augusta.....	0.11	Oriskany Falls.	0.95	1.06	.....	.....
5395	{ 1 Pet. V-1135	{ 1 6	Utica City: Turner Street	.....	.....	Utica, c.....	0.38	0.38	.....	.....
5406	8	2	Oriskany Falls—Deansboro	Marshall.....	3.95	.....	.....	3.95	.....	.....
5442	8	4	Franklin Springs—Kirkland	Kirkland.....	3.47	.....	.....	3.47	.....	.....
5461	28	11	Camden—Taberg, Part 1	{ Camden..... Annsville.....	2.69 0.26	Camden, v.....	0.48	3.43	.....	.....
5465 ¹	23	1, 2	West Winfield—Bridgewater	Bridgewater.....	0.62	Bridgewater, v..	0.65	1.27	.....	.....
5521	29	3, 4	Verona—Rome	{ Verona..... West Moreland..... Rome (Low tax)....	2.69 0.79 2.22	..... ..... .....	..... ..... .....	5.70	.....	.....
5547	25	1	Whitesboro—Carey Corners	{ Whitesboro..... Marcy.....	0.19 0.51	..... .....	..... .....	.....	0.70	.....
5553	28	13, 14	Camden—Oswego County Line	Camden.....	5.73	.....	.....	5.73	.....	.....
5558	29	5, 6	Oneida—Verona	Verona.....	4.69	.....	.....	.....	4.69	.....
5559 ²	26	1, 2	Poland—Trenton	{ Deerfield..... Trenton.....	0.75 3.64	..... Trenton, v.....	..... 0.20	.....	4.50	.....

5597	23	12, 13	Utica—Poland, Part 8.....	Deerfield.....	5.34	.....	5.34	.....	
5605	{	23	Utica City: Oneida Street.....	.....	.....	0.53	.....	0.53		
		V-1224.....		.....	.....	.....	.....
				Towns.....	89.81	.....	74.69	15.12	.....
				Villages.....	.....	.....	13.99	13.79	0.20	.....
				Cities.....	.....	.....	2.11	1.58	.....	0.53
				Totals.....	89.81	.....	16.10	90.06	15.32	0.53

COUNTY HIGHWAYS.

ONONDAGA COUNTY

	Petition No.							
8	11.....	Cortland Street.....	Onondaga.....	1.20	.....	.....	1.20	.....
9	12.....	James Street.....	De Witt.....	0.58	.....	.....	0.58	.....
48	81.....	West Lake.....	Skaneateles.....	1.00	.....	.....	1.00	.....
49	94, 798.....	Fabius—Apulia, Part 1.....	Fabius.....	2.00	.....	.....	2.00	.....
74	60.....	Marcellus—Marietta.....	Marcellus.....	1.00	.....	.....	1.00	.....
75	184.....	Fabius—Apulia, Part 2.....	Fabius.....	0.86	.....	.....	0.86	.....
76 ¹	61.....	La Fayette.....	La Fayette.....	1.00	.....	.....	1.00	.....
121	233.....	Fabius—Apulia, Part 3.....	Fabius.....	1.16	.....	.....	1.16	.....
122	80.....	East Lake.....	Skaneateles.....	1.00	.....	.....	1.00	.....
132 ⁴	247.....	Genesee Turnpike.....	Geddes.....	1.13	.....	.....	1.13	.....
245	10.....	Coleman Hill, Part 1.....	Pompey.....	1.21	.....	.....	1.21	.....
290 ²	437.....	South Salina Street.....	Onondaga.....	1.06	.....	.....	1.06	.....

¹ 1.53 miles in Otsego county and 1.17 miles in Herkimer county. Total length 3.97 miles.

² Total length 8.89 miles. 4.30 miles in Herkimer county.

³ Included in State Route No. 10.

⁴ Included in State Route No. 6.

* Exclusive of villages.

ONONDAGA COUNTY — Continued

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
291	456.....	Cemetery.....	Onondaga.....	0.89	.....	.....	0.89	....	.....
292	581, 710, 802	West Lake, Part 2.....	Skaneateles.....	1.00	.....	.....	1.00	....	.....
293	583.....	East Lake, Part 2.....	Skaneateles.....	1.00	.....	.....	1.00	....	.....
328	520.....	Valley Road—Marcellus.....	Marcellus.....	1.31	.....	.....	1.31	....	.....
329	521.....	Valley Road—Camillus.....	Camillus.....	2.32	.....	.....	2.32	....	.....
330	448.....	Skaneateles—Hamilton, Part 1.....	Tully.....	2.44	.....	.....	2.44	....	.....
348	701.....	Collamer.....	De Witt.....	1.90	.....	.....	1.90	....	.....
429	79, 762.....	Thompson.....	De Witt.....	2.83	.....	.....	2.83	....	.....
430	582, 707....	Jordan Valley, Part 1.....	Elbridge.....	1.72	.....	.....	1.72	....	.....
431	703, 711....	Skaneateles—Spafford.....	{ Skaneateles..... Spafford.....	1.32 1.18	.....	.....	2.50	....	.....
452	705.....	Cicero—South Bay.....	Cicero.....	3.53	.....	.....	3.53	....	.....
486	802, 1147...	Skaneateles—West Lake, Pts. 3, 4, 5.	Skaneateles.....	3.37	.....	.....	3.37	....	.....
487 ¹	708, 1145...	Elbridge.....	Elbridge.....	3.66	.....	.....	3.66	....	.....
488	709.....	Belle Isle.....	Camillus.....	2.07	.....	.....	2.07	....	.....
489	799, 800, 801 {	Tully—Apulia.....	Tully.....	3.65	.....	.....	4.44	....	.....
553	784.....	Tully—Onondaga Castle. Pt. 2.....	Fabius.....	0.79	.....	.....	2.33	....	.....
554	784.....	Fly.....	De Witt.....	2.33	.....	.....	4.91	....	.....
555 ²	{ 797, 798, 1123, 1126 }	Fabius.....	Fabius.....	4.91	.....	.....	7.77	....	.....
556	{ 1254, 1259, 1371..... }	East Syracuse—Chittenango.....	{ De Witt..... Manlius.....	0.64 7.13	.....	.....	3.22	....	.....
	785.....	Manlius—Chittenango.....	Manlius.....	3.22	.....	.....		....	.....

557	{ 702, 760, 1124, 1262-A }	Vesper—South Onondaga, Part 1..	Otisco.....	6.19	.....	6.19	.....
558*	{ 1251-C, 1139..... }	Genesee Turnpike—Camillus	Camillus.....	.....	.....	.....	.....
655	2429	Jordan—Cross Lake.....	Elbridge.....	1.78	.....	1.78	.....
669	{ 1254-D, 1263-A, 2235..... }	Pompey—Jamesville.....	{ Pompey..... La Fayette..... De Witt..... }	3.99 1.33 0.65	.....	5.97	.....
670	745, 1150, 3121.	Cold Spring—Liverpool.....	Salina.....	2.76	Liverpool, v....	0.66	3.42
671	{ V-158, 1332, 2989..... }	Baldwinsville—Cold Spring.....	Lysander.....	3.73	Baldwinsville, v	0.58	4.31
672*	{ 734, 1140, 1254, 2234 }	Syracuse—Bridgeport, Part 1.....	{ Salina..... De Witt..... Manlius..... }	..... 1.20 3.14 2.19	Syracuse, c.....	0.58	7.20
672-A	1254, 3405..	Syracuse—Bridgeport.....	De Witt.....	1.14	.....	.....	1.14
673*	1252	Cicero—Brewerton.....	Cicero.....	.....	.....	.....	.....
896	V-46, V-48..	{ Eastwood Village..... East Syracuse Village	{ De Witt..... De Witt..... }	0.14	Eastwood, v....	0.91 E. Syracuse, v..	2.43 1.38
897	1151, 1251, 2431	Skaneateles—Camillus	{ Elbridge..... Camillus..... }	2.51 1.73	.....	.....	4.24
961	V-137.....	Elbridge Village: South Street.....	Elbridge.....	.....	Elbridge, v....	0.19	0.19
971	{ 520, 761, 1260, 1821 }	Marietta—Marcellus.....	Marcellus	0.31	Marcellus, v....	1.37	7.68

to 6 and 1.57 miles in State Route No. 20.

State Highways on Route No. 6.

mile at grade crossing omitted from construction, of which 0.20 mile was included in No. 672-A.

249 on Route No. 33.

ONONDAGA COUNTY — Continued

COUNTY HIGHWAYS. Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1039	{ V-190, 1252, 1253, 1258 }	Baldwinsville—Cicero.....	{ Lysander..... Clay..... Cicero.....	2.27 7.63 0.73	Baldwinsville, v.....	0.48	11.11	....	.....
1040	V-147.....	Camillus Village.....	Camillus.....	....	Camillus, v.....	0.49	0.49	....	.....
1041	915, 1265, 1631.	Skaneateles—Borodino—Marietta..	Spafford.....	6.07	.....	....	6.07	....	.....
1042	V-177, 1148.	Skaneateles—Camillus, Part 1.....	Skaneateles.....	3.91	Skaneateles, v..	0.33	4.24	....	.....
1043	V-40.....	Fabius Village.....	Fabius.....	....	Fabius, v.....	1.31	1.31	....	.....
1044	V-148, 3169.	East Syracuse Village: Hartwell Ave.	De Witt.....	0.23	E. Syracuse, v..	0.79	1.02	....	.....
1068	3185.....	Niles—Mandana.....	Skaneateles.....	3.12	.....	....	3.12	....	.....
1069	1756.....	Onondaga Valley.....	Onondaga.....	0.32	.....	....	0.32	....	.....
1070	2435, V-198.	Vesper—Tully.....	Tully.....	1.27	Tully, v.....	0.41	1.68	....	.....
1071	1262, 1331..	Amber Hamlet.....	Otisco.....	1.99	.....	....	1.99	....	.....
1072	3173.....	Syracuse—Bridgeport, Part 2.....	Cicero.....	3.06	.....	....	....	3.06	.....
1073	{ 1386, '88, 3168, 3174, V-174 }	Minos—Manlius Center—Manlius..	{ Manlius..... Manlius..... Manlius.....	.... 1.39 2.76	Fayetteville, v.. Minos, v..... Manlius, v.....	0.99 0.99 1.19	..... ..... .....	7.23	.....
1074	{ 701, 3169, 3171, V-319, 3172, V-186 }	Eastwood Vil.: Burnet & Midler Aves. E. Syracuse Vil.: W. Manlius St....	{ De Witt..... De Witt.....	0.29	Eastwood, v... E. Syracuse, v..	1.24 0.38	..... .....	1.91	.....
1145	V-235, 3416.	Syracuse City: Englewood Avenue..	.....	....	Syracuse, c.....	0.76	0.76	....	.....
1209	V-275.....	Syracuse City: Court Street.....	.....	....	Syracuse, c.....	0.27	0.27	....	.....
1353	{ 3332.....	Solvay—State Fair—Syracuse.....	{ Geddes.....	1.55	Solvay, v.....	0.14	.....	2.40	.....
1354	{ 1261, 3665, 704, 1127.. }	Syracuse—Otisco, Part 1.....	{ Onondaga..... Onon. Indian Res...	4.01 1.54	Syracuse, c.....	0.71 .....	..... .....	5.55	.....

1359	1756.....	East Onondaga: Seneca Street.....	Onondaga.....	0.22	.....	.....	0.22
		Towns.....	147.65	.....	131.69	14.60	1.36
		Villages.....	.....	13.74	8.90	4.84	.....
		Cities.....	.....	2.32	1.61	0.71	.....
		Totals.....	147.65	16.06	149.90	20.15	1.26

STATE HIGHWAYS.

5016	6	7	Camillus—Fairmount, Part 2.....	Camillus.....	3.09	.....	.....
5080	{ 20 6	{ 1 11	{ Elbridge—Camillus, Part 1.....	Elbridge, v.....	1.27	1.75	3.02
5143	6	10	Elbridge—Camillus, Part 2.....	{ Elbridge..... Camillus.....	{ 1.78 3.01	{ 0.24	{ 5.03
5249	33	3	Cicero—Brewerton.....	Cicero.....	4.84	.....	4.84
5274	{ 34 1	{ 1, 2	{ Phoenix—Syracuse.....	{ Clay..... Liverpool, v.....	{ 6.52 2.92	{ 1.05	{ 10.49
5274-A			Salina.....	Salina.....	2.92	1.05	.....
5318	6	8, 9	Camillus—Fairmount, Part 1.....	Camillus.....	0.85	0.35	1.20
5318-A	{ Pet. V-1107						.....
5365	10	2, 4, 5	Syracuse—Lafayette.....	{ Onondaga..... Lafayette..... Indian Reservation.	{ 2.30 2.70 1.61	{	{
5396	{ Pet. V-1162	{ 5	{ Solvay Village: Genesee Street.....	Geddes.....	0.23	0.46	0.69

¹ 0.18 mile in Clay omitted from construction and re-let as No. 5274-A.
² (Original contract 1.20 miles; 0.14 mile at grade crossing cancelled and re-let as No. 5318-A.
* Exclusive of villages.

ONONDAGA COUNTY — Concluded

STATE HIGHWAYS.										
High- way No.	Route No.	Sec- tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
5470	33	1, 2	Syracuse—Cicero.....	{ Salina..... Clay..... Cicero..... Lafayette..... Tully..... { DeWitt..... Manlius..... Manlius..... 1.. Fayetteville—Chittenango, Part 1.. Weedsport—Jordan, Part 2.....<						

ONTARIO COUNTY

COUNTY HIGHWAYS.		Petition No.		
146 ¹	90.....		Geneva—Canandaigua, Part 1.....	Seneca.....
187	301.....		Bristol.....	Canandaigua.....
				5.62
				1.72

ONTARIO COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
607	1018.....	Manchester—Clifton Springs.....	Manchester.....	4.35	.....	.....	4.35	.....	.....
608	981.....	Phelps—Clifton Springs.....	Phelps.....	2.21	.....	.....	2.21	.....	.....
635 ¹	1036.....	Geneva—Halls Corners.....	Seneca.....	5.04	.....	.....	5.04	.....	.....
636	1036-A.....	Stanley—Geneva.....	Seneca.....	3.16	.....	.....	3.16	.....	.....
637	1017.....	Manchester—Victor.....	Farmington.....	5.12	.....	.....	5.12	.....	.....
638 ¹	1135.....	Geneva.....	Geneva.....	1.02	.....	.....	1.02	.....	.....
639	1040.....	Cheshire—McJannetts Hill.....	Canandaigua.....	7.04	.....	.....	7.04	.....	.....
662	1041, 3467..	Rushville—Gorham.....	Gorham.....	5.50	Rushville, v....	0.56	6.06	.....	.....
1139	V-266, 3030.	Clifton Springs Village: Kendall and East Main Streets.....	Manchester.....	....	Clifton Spgs., v.	0.82	1.88	.....	.....
1196	2705.....	Gorham—Stanley, Part 2.....	Phelps.....	....	Clifton Spgs., v.	0.56	1.89	.....	.....
1276	V-265.....	Victor Village: Cedar, W. Main and E. Main Sts.....	Seneca.....	1.89	.....	.....	1.89	.....	.....
1277	V-308.....	Phelps Village: Main Street.....	Victor.....	....	Victor, v.....	1.23	1.23	.....	.....
1278	2422, 2553, 1037	Canandaigua—Orleans.....	Phelps.....	....	Phelps, v.....	1.53	1.53	.....	.....
1304	3031.....	Manchester Village: State, Clifton and North Streets.....	Canandaigua.....	1.45	.....	.....	.....	8.63	.....
1415	2553, 1038..	Chapin—Palmyra, Part 1.....	Hopewell.....	6.21	.....	.....	.....	.....	.....
			Phelps.....	0.97	.....	.....	.....	.....	.....
			Manchester.....	....	Manchester, v..	1.38	1.38	.....	.....
			Hopewall.....	1.84	.....	.....	.....	.....	.....
			Manchester.....	....	Shortsville, v...	0.45	.....	3.95	.....
			Manchester.....	0.74	Manchester, v..	0.92	.....	.....	.....

Towns.....	108.01	....	88.12	11.21	8.68
Villages.....	.....	7.80	6.43	1.37	.....
Cities.....	.....	....	.....	.....	.....
Totals.....	108.01	7.80	94.55	12.58	8.68

STATE HIGHWAYS.					
	Route No.	Section			
5015	6	6	Canandaigua Village.....	Canandaigua, v.	1.19
5041	6	12	Lima—East Bloomfield, Part 2.....	.....	2.40
5081	6	10, 11	Lima—East Bloomfield, Part 3.....	.....	5.26
5252	12	8-10	Geneva—Lyons, Part 2.....	.....	7.37
5323 ¹	12	1	Pen Yan—Halls Corners.....	.....	1.90
5386	6	7	Canandaigua Village: West Avenue.	Canandaigua, v.	0.91
5397	{ 14	3	Naples Village: Main Street.....	Naples, v.....	1.74
5437	6-A	2	Phelps—Junius, Part 1.....	.....	3.72
5473	{ 6	2	Geneva City: Hamilton Street.....	Geneva, c.....	0.85
5511 ⁴	14	10, 11	Ionia—Holcomb.....	.....	5.87
5576	6	8	Holcomb—Canandaigua.....	Holcomb, v.....	0.36

¹ Included in State Route No. 12.
² Part in Yates county. Total length 8.15 miles
⁴ Original contract forfeited August 2, 1916. Completed by Division Engineer.
* Exclusive of villages.

ONTARIO COUNTY — Concluded

High-way No.	Route No.	Sec-tion	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struc-tion	Miles ap-proved and awaiting contract
5616	14	1	Cohocton—Naples, Part 2.....	Naples.....	2.26	.....	.....	.....	2.26	.....
5620	6	1	Geneva City: Lake Street.....	.....	.....	Geneva, c.....	0.82	0.82	.....	.....
	Pet. V-1201									
				Towns.....	32.20	.....	.....	29.94	2.26	.....
				Villages.....	.....	.....	5.56	5.56	.....	.....
				Cities.....	.....	.....	1.67	1.67	.....	.....
				Totals.....	32.20	.....	7.23	37.17	2.26	.....

ORANGE COUNTY

COUNTY HIGHWAYS.		Petition No.								
42 ¹	13-A.....	Newburgh—Woodbury.....	New Windsor.....	3.92	.....	.....	.....	11.00	.....	.....
			Cornwall.....	5.29	.....	.....	.....	.....	.....	.....
			Woodbury.....	1.79	.....	.....	.....	.....	.....	.....
43	14.....	Cochecton Turnpike, Part 2.....	Newburgh.....	2.55	.....	.....	.....	7.55	.....	.....
			Montgomery.....	5.00	.....	.....	.....	.....	.....	.....
44	15-A.....	Goshen—Florida.....	Goshen.....	3.76	.....	.....	.....	4.22	.....	.....
			Warwick.....	0.46	.....	.....	.....	.....	.....	.....
45	18-A.....	Middletown—Pine Bush, Part 1.....	Crawford.....	6.41	.....	.....	.....	9.25	.....	.....
			Wallkill.....	2.84	.....	.....	.....	.....	.....	.....
46 ²	20-A.....	Turners—Monroe.....	Monroe.....	0.65	.....	Harriman, v... 0.87	.....	1.52	.....	.....
64	15-A.....	Walden—Scotts Corners.....	Montgomery.....	1.84	.....	.....	.....	1.84	.....	.....

65	15-A.....	Montgomery—Goshen.....	Montgomery.....	1.42	.....	.....	.....	7.95	.....
93 ^a	15-A.....	Florida—Warwick.....	Goshen.....	1.43	.....	.....	.....	4.45	.....
95	154.....	Middletown—Goshen.....	Wawayanda.....	1.53	.....	.....	.....	5.76	.....
95-A	154.....	Middletown—Goshen.....	Wallkill.....	0.32	.....	.....	.....	0.11	.....
113	14-A.....	Cochecton Turnpike, Part 1.....	Goshen.....	3.91	.....	.....	.....	2.29	.....
114	18-A.....	Middletown—Pine Bush, Part 2.....	Newburgh.....	2.29	.....	.....	.....	1.21	.....
115 ^a	150.....	Central Valley—Turners.....	Wallkill.....	1.21	.....	.....	.....	2.51	.....
153	164, 257.....	Newburgh—Campbell Hall.....	Woodbury.....	1.65	Harriman, v.....	0.52	.....	13.38	.....
154	17.....	Chester—Vails Gate.....	Monroe.....	0.11	Harriman, v.....	0.23	.....	11.49	.....
155 ^b	20-A.....	Chester—Goshen.....	Newburgh.....	0.71	.....	.....	.....	3.10	.....
157 ^a	13.....	Woodbury—Central Valley.....	New Windsor.....	8.21	.....	.....	.....	3.43	.....
159	18-A, 261.....	Middletown—Slate Hill.....	Hamptonburg.....	4.46	.....	.....	.....	3.49	.....
160	18-A, 261.....	Slate Hill—Unionville.....	Chester.....	1.10	.....	.....	.....	8.33	.....
161	256.....	Newburgh—Shawangunk.....	Blooming Grove.....	6.70	.....	.....	.....	8.61	.....
			Cornwall.....	2.96	.....	.....	.....
			New Windsor.....	0.73	.....	.....	.....
			Chester.....	0.49	.....	.....	.....
			Goshen.....	2.61	.....	.....	.....
			Woodbury.....	3.43	.....	.....	.....
			Wawayanda.....	3.49	.....	.....	.....
			Wawayanda.....	2.17	.....	.....	.....
			Minisink.....	6.21	.....	.....	.....
			Newburgh.....	8.61	.....	.....	.....

¹ State Route No. 3.

² No. 4.

³ Original survey, 2.05 miles. Reduced to 4.45 miles by relocation of portions.

⁴ 1.13 miles included in State Route No. 4.

⁵ 1.36 miles included in State Route No. 4.

⁶ 0.47 mile included in State Route No. 4.

⁷ Exclusive of villages.

ORANGE COUNTY — Continued

COUNTY HIGHWAYS.		Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.										
281 ¹	288, 290....	West Point—Central Valley.....	Highland.....	.....	.....	.....	.....	.....	.....	.....
			Woodbury.....	.....	.....	.....	.....	.....	.....	.....
282	19, 263.....	Greenville—Slate Hill.....	Greenville.....	3.40	.....	.....	.....	7.13	.....	.....
			Wayanda.....	3.78	.....	.....	.....	.....	.....	.....
283	19, 263.....	Greenville—Port Jarvis.....	Greenville.....	3.00	.....	.....	.....	5.14	.....	.....
			Deer Park.....	2.11	.....	.....	.....	.....	.....	.....
312	280, 262....	Middletown—Cuddebackville, Pt. 1.	Wallkill.....	2.56	.....	.....	.....	4.40	.....	.....
			Mt. Hope.....	1.84	.....	.....	.....	.....	.....	.....
313 ²	260.....	Middletown—Cuddebackville, Pt. 2.	Mt. Hope.....	2.73	.....	.....	.....	4.80	.....	.....
			Deer Park.....	2.07	.....	.....	.....	.....	.....	.....
313-A	260.....	Middletown—Cuddebackville, Pt. 2.	Mt. Hope.....	0.55	.....	.....	.....	1.00	.....	.....
			Deer Park.....	0.45	.....	.....	.....	.....	.....	.....
382	234.....	Walden—Pine Bush.....	Montgomery.....	3.07	.....	.....	.....	0.57	.....	.....
			Crawford.....	3.50	.....	.....	.....	.....	.....	.....
411 ³	289, 757....	West Point—Cornwall.....	Highland.....	.....	.....	.....	.....	.....	.....	.....
			Cornwall.....	.....	.....	.....	.....	.....	.....	.....
412 ⁴	660, 999....	Port Jarvis—Sullivan Co. Line, Pt. 1.	Deer Park.....	5.74	.....	.....	.....	5.74	.....	.....
413	155, 664....	Highland Mills—Monroe.....	Woodbury.....	1.89	.....	.....	.....	2.27	.....	.....
			Monroe.....	1.38	.....	.....	.....	.....	.....	.....
414	729.....	Scotts Corners—Burnside.....	Montgomery.....	3.89	.....	.....	.....	5.54	.....	.....
			Hamptonburg.....	1.65	.....	.....	.....	.....	.....	.....
415 ⁵	147.....	Newburgh—Cornwall.....	New Windsor.....	1.66	.....	.....	.....	3.01	.....	.....
			Cornwall.....	1.35	.....	.....	.....	.....	.....	.....
416 ⁶	661.....	Rockland County Line—Tuxedo...	Tuxedo.....	5.89	.....	.....	.....	5.89	.....	.....
447	275.....	Warwick—Greenwood Lake.....	Warwick.....	5.86	.....	.....	.....	5.86	.....	.....
448	660.....	Port Jarvis—Sullivan Co. Line, Pt. 2.	Deer Park.....	3.64	.....	.....	.....	.....	3.64	.....

449	729	Burnside—Washingtonville	Hamptonburg	1.94	.....	.....	.....	3.17	.....
498 ⁷	757	West Point—Central Valley, Part 2.	Blooming Grove	1.23	.....	.....	.....	.....	.....
499	1019	Middletown—Montgomery	Highland	.....	.....	.....	.....	.....	.....
			Wallkill	7.03	.....	.....	.....	.....	.....
			Montgomery	2.15	.....	.....	.....	9.18	.....
500 ⁸	1155	Unionville—New Jersey Line	Minisink	0.80	.....	.....	.....	.....	.....
	983	New Hampton—Denton	Waywanda	0.53	.....	.....	.....	.....	4.75
	807	Greenwood Lake—Tuxedo Lake Pt. 1	Warwick	3.62	.....	.....	.....	.....	.....
			Tuxedo	0.17	.....	.....	.....	.....	.....
			Goshen	2.72	.....	.....	.....	.....	.....
501 ⁹	293	Goshen—Middletown	Waywanda	1.55	.....	.....	.....	.....	5.25
			Wallkill	0.98	.....	.....	.....	.....	.....
576	663	Montgomery—Bullville	Montgomery	2.92	.....	.....	.....	.....	7.51
			Crawford	4.59	.....	.....	.....	.....	.....
600 ¹⁰	20-A, 2247	Monroe—Chester	Chester	2.73	.....	.....	.....	.....	3.55
605 ¹¹	168	Highland Lake—Port Montgomery	Blooming Grove	0.82	.....	.....	.....	.....	0.17
739 ¹²	1021, 1154	Turner	Highland	0.17	.....	.....	.....	.....	0.98
1329 ¹³	V-229	Goshen Village: S. Church, W. Main, Main Streets and Greenwich Ave.	Monroe	0.98	.....	.....	.....	.....	.....
			Goshen, v.	.....	3.70	.....	.....	3.70	.....
			Towns	206.49	.....	.....	168.29	15.99	22.21
			Villages	.....	.....	5.32	1.62	3.70	.....
			Cities	.....	.....	.....	.....	.....	.....
			Totals	206.49	.....	5.32	169.91	19.69	22.21
			(1.10	.....	.....	.....	.....	.....	.....

9: 1.51 miles included in State Route No. 4 and built as No. 5144.
7 miles under contract as No. 5480.

ORANGE COUNTY — Continued

STATE HIGHWAYS.		Sec- tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.	Route No.									
5007	3	16	Newburgh—Cedar Hill Cemetery...	Newburgh.....	3.28	.....	.....	3.28	.....	.....
5144	4	17	Monroe—Oxford.....	{ Monroe.....	0.46	Monroe, v.....	1.80	3.31	.....	.....
5176 ¹	3	7	Marlboro—County Line.....	{ Blooming Grove....	1.05	.....	.....	.....	.....	.....
5210				Newburgh.....	1.10	.....	.....	1.10	.....	.....
5210-A	4	17	Middletown—Bloomingburg.....	Wallkill.....	6.78	.....	.....	6.78	.....	.....
5210-B										
5297	4	8	Oxford—Chester.....	{ Blooming Grove....	0.76	.....	.....	3.94	.....	.....
5328 ²	4	1	West Point—Central Valley.....	Chester.....	2.07	Chester, v.....	1.11	4.93	6.27	.....
5328-B	4	2		Highland.....	6.28	Highland Falls.	0.66			
5328-A ⁴	4	1	West Point—Central Valley.....	Woodbury.....	4.26	.....	.....	.....	.....	.....
5480	3	1	Highland Lake—Fort Montgomery.	Highland.....	0.90	.....	.....	0.90	.....	.....
5498 ⁵	3	8	Cornwall—West Point, Part 1.....	Highland.....	1.87	.....	.....	1.87	.....	.....
5572 ⁶	3	6. 7	Cornwall—West Point, Part 2.....	Cornwall.....	1.18	Cornwall, v....	0.09	.....	1.27	.....
5573 ⁴	3	5		Cornwall.....	0.49	.....	.....	.....	.....	.....
5591	3	10	Newburgh—Cornwall.....	Highland.....	0.97	.....	.....	.....	2.76	.....
				West Point.....	1.30	.....	.....	.....	1.17	.....
				West Point.....	1.17	.....	.....	.....	.....	.....
				New Windsor.....	0.19	.....	.....	0.38	.....	.....
				Cornwall.....	0.19	.....	.....	.....	.....	.....
					Towns.....	34.30	.....	22.92	11.38	.....
					Villages.....	.....	3.66	3.57	0.09	.....
					Cities.....	.....	.....	.....	.....	.....
					Totals.....	34.30	3.66	26.40	11.47	.....

ORLEANS COUNTY

COUNTY HIGHWAYS.

	Petition No.								
386	599	Five Corners—Kuckville, Part 1....	Gaines.....	3.47	.....	.....	.....	3.47	.....
387	601	Five Corners—Kuckville, Part 2....	Carlton.....	5.90	.....	.....	.....	5.90	.....
388	594	Kendalls Corners.....	Kendall.....	3.42	.....	.....	.....	3.42	.....
389	598	Maple Ridge, Part 1.....	Shelby.....	3.07	.....	.....	.....	3.07	.....
390	598	Maple Ridge, Part 2.....	Shelby.....	2.80	.....	.....	.....	2.80	.....
391	596	Clarendon—Holley.....	Clarendon.....	4.54	.....	.....	.....	4.54	.....
		Clarendon—Genesee Co. Line, Pt. 1.							
392	593	Oak Orchard, Part 1.....	Albion.....	1.50	.....	.....	.....	3.34	.....
			Barre.....	1.84	.....	.....	.....		.....
393	600	Oak Orchard, Part 2.....	Gaines.....	3.61	.....	.....	.....	3.61	.....
394	602	Oak Orchard, Part 3.....	Carlton.....	3.24	.....	.....	.....	3.24	.....
395	597	Medina—Alabama.....	Shelby.....	5.40	.....	.....	.....	5.40	.....
398 ⁴	595	County Line.....	Kendall.....	2.75	.....	.....	.....	2.77	.....
			Murray.....	0.02	.....	.....	.....		.....
578 ⁷	{ 964.	Albion—Eagle Harbor Quarry.....	Albion.....	1.56	.....	.....	.....	.....	1.56
	963.	Albion—Annis Corners.....	Albion.....	.....	.....	.....	.....	.....	.....
579	965	Barre Center—West Barre.....	Barre.....	4.63	.....	.....	.....	4.63	.....
580	960, 3336...	Fancher—Brockville.....	Murray.....	2.87	.....	.....	.....	2.87	.....

18 mile as No. 5210-B,
original plans and let as 5328-A.

Original contract 11.20 miles; 2.01 miles in Highland and 4.26

Original contract 5.55 miles.

built as State Highway No. 5422. Petition No. 964 (2.49 miles); 0.93 mile built as State

Highways
Exclusive of villages.

miles
4
5
6
7

ORLEANS COUNTY — Concluded

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
581	957, 2904, 3327	Yates—Lyndonville—Ridgeway.....	{ Yates..... Ridgeway.....	3.83 2.64	Lyndonville, v.	0.99	.....	7.46	.....
582 ¹	961.....	Holley-Ridge Road.....	Murray.....	2.46	.....	.....	2.46	.....	.....
588 ²	962.....	Monroe—Orleans County Line.....	Murray.....	1.04	.....	.....	1.04	.....	.....
698	1674.....	Auger.....	Kendall.....	1.53	.....	.....	.....	.....	1.53
1203	3338.....	Maple Ridge, Part 3.....	Shelby.....	0.90	Medina, v.....	0.90	1.80	.....	.....
1429	1834.....	Barre Center—Elba, Part 1.....	Barre.....	4.82	.....	.....	.....	.....	4.82
1430	V-326, 3591	Albion Village: Main Street.....	{ Albion..... Gaines.....	..... .....	Albion, v..... Albion, v.....	1.17 0.15	..... .....	1.32	.....
				Towns.....	.....	.....	50.49	9.34	7.96
				Villages.....	.....	3.21	0.90	2.31	.....
				Cities.....	.....	.....	.....	.....	.....
				Totals.....	.....	3.21	51.39	11.65	7.96

STATE HIGHWAYS

High-way No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5025	30	2	Albion St.—Holley.....	Murray.....	2.46	.....	.....	2.46	.....	.....
5118	30	3	Holley—Albion, Part 2.....	Murray.....	2.24	.....	.....	2.24	.....	.....
5316	{ 30 Pet. V-1104	11	Medina Village.....	Ridgeway.....	0.21	Medina, v.....	2.24	2.45	.....	.....
5421	{ 30 Pet. V-1161	1	Holley—Brockport, Part 1.....	Murray.....	1.12	Holley, v.....	1.28	2.40	.....	.....
5422	30	4	Albion—Fancher.....	{ Albion..... Murray.....	2.91 0.52	.....	.....	3.43	.....	.....

5423	30	12	Hartland—Medina, Part 2.....	Ridgway.....	6.02	.....	6.02	.....
5448	{ 30	5	Albion Village: West and East Ave's	Albion.....	.....	1.84	1.84	.....
	{ Pet. V-1101							
5469*	30	6-10	Medina—Albion.....	{ Ridgway.....	3.70	.....	.....	.....
				{ Albion.....	5.21	.....	8.91	.....
5556	80	* 201	Ridgeway—Gaines, Part 1.....	Ridgeway.....	0.17	.....	0.17	.....
5603	30	* 101	Middleport—Medina, Part 2.....	{ Shelby.....	1.78	.....	.....	3.72
				{ Ridgeway.....	1.22	0.72	.....	.....
				Towns.....	27.56	.....	15.65	8.91
				Villages.....	.....	.....	6.08	5.36
				Cities.....	.....	.....	.....	.....
				Totals.....	27.56	.....	6.08	21.01
							5.91	3.72

OSWEGO COUNTY

COUNTY HIGHWAYS.

278*	579.....	Syracuse—Watertown.....	Hastings.....	2.41	.....	2.41	.....
279	114, 1334...	West Oswego River.....	Minetto.....	2.48	.....	2.48	.....
280†	254.....	Oswego—Sterling.....	Oswego.....	1.66	.....	1.66	.....
370	788.....	Minetto.....	Minetto.....	0.48	.....	0.48	.....

* Original plans 5.07 miles. Petition No. 958 (1.51 miles) built as State Highway No. 5025. Petition No. 959 (1.01 miles) built as State Highway No. 5421.
† One-half in Monroe county. Actual length 2.08 miles.
‡ Original contract forfeited.
§ Section one of Spur Two. See App. C.
¶ Section one of Spur One. See App. C.
‡ Included in State Route No. 33.
* Included in State Route No. 30.
* Exclusive of villages.

OSWEGO COUNTY — Concluded

COUNTY HIGHWAYS

High-way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
450	778.....	Phoenix—Pennellville.....	Schroeppe1.....	1.92	.....	.....	1.92	.....	.....
451 ¹	1334.....	Minetto—Fulton.....	Minetto.....	1.99	.....	.....	1.99	.....	.....
509 ²	770, 2820...	Oswego—Mexico, Part 1.....	Scriba.....	5.40	.....	.....	5.40	.....	.....
539	769, 1439...	Fulton—Volney.....	Volney.....	2.09	.....	.....	2.09	.....	.....
653	1303, 1419..	Granby Roads.....	Granby.....	5.06	.....	.....	5.06	.....	.....
654 ²	2203.....	Oswego—Mexico, Part 2.....	New Haven.....	5.35	.....	.....	5.35	.....	.....
661	1005.....	Oswego: West Fifth Street.....	Minetto.....	1.27	.....	.....	3.59	.....	.....
746 ²	2194.....	Fruit Valley.....	Oswego.....	2.32	.....	.....	1.12	.....	.....
	2484.....	Carleys Mills—Parish.....	Parish.....	1.12	.....	.....	.....	.....	.....
772	1304.....	Fulton—Hannibal.....	.....	.....	Fulton, c.....	0.04	3.71	.....	.....
825	1333.....	Fulton—Oswego.....	Granby.....	3.67	.....	.....	3.33	.....	.....
826	1524, 2720..	Pulaski—Orwell.....	Granby.....	3.33	.....	.....	.....	.....	.....
972	2486, 2899..	Pulaski—Williamstown, Part 2.....	Richland.....	4.36	.....	.....	5.93	.....	.....
973	2202.....	Volney—Palermo.....	Orwell.....	1.57	.....	.....	.....	.....	.....
1046	1007.....	Sterling—Oswego, Part 2.....	Albion.....	3.46	Altmar, v.....	2.21	5.67	.....	.....
1047	V-185, 3032.	Fulton City: West First Street.....	Volney.....	1.44	.....	.....	5.22	.....	.....
1136	V-223, 3410.	Pulaski Village: Mill Street.....	Palermo.....	3.78	.....	.....	.....	.....	.....
1137	V-287, 3034.	Oswego City: West First Street...	Oswego.....	2.80	.....	.....	2.80	.....	.....
1138	V-247, 3409.	Phoenix Village: Volney Street.....	Richland.....	.....	Fulton, c.....	3.10	3.10	.....	.....
1243	2281, 3105..	Central Square—Constantina, Pt. 1.	Phoenix.....	.....	Pulaski, v.....	0.90	0.90	.....	.....
			Schroeppe1.....	.....	Oswego, c.....	1.43	1.43	.....	.....
			Hastings.....	0.72	Phoenix, v.....	0.65	0.65	.....	.....
			West Monroe.....	4.15	Central Sq., v.....	0.54	5.41	.....	.....

1244	1356, 2367, 3544	Phoenix—Mexico, Part 2.....	Schroepel.....	5.22	.....	.....	5.22	.....
1245	2750, 3033..	Fulton—Hannibal, Part 2.....	Hannibal.....	2.83	Hannibal, v....	0.83	3.66	.....
1287	2858, 3314..	Pulaski—Williamstown, Part 3.....	Williamstown.....	7.75	.....	.....	7.75	.....
1288	2801, 2486, 3589	Pulaski—Williamstown, Part 1.....	Richland.....	1.47	Pulaski, v.....	1.06	5.12	.....
1413	.....	Hastings—Parish.....	Albion.....	2.59	.....	.....	.....	.....
1427	{ V-364, 3715, 3676..... }	Fulton—Volney, Part 1.....	Hastings.....	0.07	.....	.....	.....	2.04
1428	3716, 3427..	Sandy Creek—Smartville.....	Parish.....	1.21	Parish, v.....	0.76	.....	.....
			.....	.....	Fulton, c.....	0.22	.....	0.57
			Volney.....	0.35	.....	.....	.....	.....
			Sandy Creek.....	2.04	Sandy Creek, v.	0.50	.....	.....
			Sandy Creek.....	.....	Lacona, v.....	0.94	.....	6.36
			Boylston.....	2.88	.....	.....	.....	.....
			Towns.....	89.24	.....	.....	82.69	6.55
			Villages.....	.....	.....	8.39	6.19	2.20
			Cities.....	.....	.....	4.79	4.53	0.22
			Totals.....	89.24	.....	13.18	93.41	8.97

STATE HIGHWAYS

5044	30	7	Mexico—Union Square, Part 1.....	Mexico.....	2.02	Mexico, v.....	1.48	3.50	.....
5082	30	6	Mexico—Union Square, Part 2.....	Mexico.....	2.92	.....	.....	2.92	.....
5083	30	5	Union Square—Pulaski, Part 1.....	{ Mexico.....	1.16	.....	.....	2.61	.....
5171	30	13	Southwest Oswego—Fruit Valley...	Richland.....	1.45	.....	.....	1.95	.....
				Oswego.....	1.95	.....	.....	.....	.....

¹ 0.66 mile, flooded by the Barge canal, cancelled from original contract and built by the State Engineer.
² Included in State Route No. 30.
³ Original plans 1.63 miles; 0.41 mile included in State Route No. 28 and built as No. 5526.
⁴ Exclusive of villages.

OSWEGO COUNTY — Concluded

STATE HIGHWAYS

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5221	30	4	Union Square—Pulaski, Part 2.....	Richland.....	4.06	Pulaski, v.....	0.63	4.69	....	.....
5250	33	2	Central Square—Union Square, Pt. 1	Hastings.....	5.89	Central Sq., v..	1.11	7.00	....	.....
5251	24	8	Fulton—Three Rivers, Part 1.....	{ Volney.....	{ 3.48	Fulton, c.....	{ 0.77	{ 4.25	{	{
5275	{ 20 Pet. V-1069 Pet. V-1129	{ 1-3	Pulaski—Sandy Creek.....	{ Richland..... Sandy Creek.....	{ 1.06 4.31	Pulaski, v..... Sandy Creek, v.	{ 1.39 1.39	{ 8.15	{	{
5276	{ 34 Pet. V-1099	{ 4	Fulton—Three Rivers, Part 2.....	Schroepel.....	4.65	Phoenix, v.....	1.52	6.17	....	.....
5382	{ 34 Pet. V-1147	{ 1	Fulton—Oswego.....	{ Volney..... Scriba.....	{ 5.66 1.84	Fulton, c.....	{ 0.97	{ 10.87	{	{
5408	{ 34 Pet. V-1173	{ 2	Fulton City: East First Street.....	.....	.....	Fulton, c.....	0.36	.....	0.36	.....
5415	{ 33 28	{ 3 6	Central Square—Union Square, Pt. 2	{ Hastings..... Mexico.....	{ 0.89 4.92	..... .....	{ ..... .....	{ 5.81	{	{
5486	{ 30 Pet. V-1112	{ 11	Oswego City: West Seneca and West Bridge Streets.....	.....	.....	Oswego, c.....	1.13	1.13	....	.....
5487	{ 30 Pet. V-1184	{ 10	Oswego City East 9th and Oneida Streets and State Road.....	.....	.....	Oswego, c.....	1.47	1.47	....	.....
5526	28	5	Parish—Camden, Part 1.....	{ Mexico..... Parish.....	{ 0.94 2.68	..... Parish, v.....	{ 1.17	{ 4.70	{	{

5638	28	3, 4	Parish—Camden, Part 2.....	{ Parish..... 4.02 Amboy..... 1.61 }	.....	.....	5.63
			Towns.....	55.51	49.88	5.63
			Villages.....	8.69	8.69
			Cities.....	7.10	6.74	0.36
			Totals.....	55.51	15.79	65.31	5.63

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COUNTY HIGHWAYS

OTSEGO COUNTY

	Petition No.		Oneonta, c.....	Oneonta, c.....
162 ¹	201.....	Oneonta.....	1.39
219	374.....	Richfield Springs—Cherry Valley...	Oneonta..... 1.33	.....	.....	.....
220 ²	376, 524....	Worcester.....	Richfield..... 0.68	.....	0.68	.....
221	375, 1391...	Edmeston.....	Worcester..... 0.98	.....	0.98	.....
314	425, 532....	Gilbertsville—Mt. Upton.....	Edmeston..... 0.50	.....	0.50	.....
315	528.....	Morris—Gilbertsville, Part 1.....	Butternuts..... 4.37	.....	4.37	.....
316 ¹	530-A.....	Colliersville—Emmons.....	Morris..... 3.54	.....	3.54	.....
317 ¹	530-B.....	Shady Side—Otego.....	Oneonta..... 1.26	.....	1.26	.....
318 ³	529.....	Colliersville—Milford Center.....	Oneonta..... 2.73	.....	2.73	.....
319 ¹	527.....	Schenevus—Maryland.....	Milford..... 2.03	.....	2.03	.....
674 ⁴	{ 751, 754, 1012, 1336 }	Milford Center—Milford.....	Maryland..... 3.66	.....	3.66	.....
			Milford..... 6.23	.....	6.52	.....
			Middlefield..... 0.29	.....	.....	.....

¹ Included in State Route No. 7.
² 0.71 mile included in State Route No. 7.
³ Included in State Route No. 5.
⁴ 5.90 miles included in State Route No. 5.
* Exclusive of villages.

OTSEGO COUNTY — Continued

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
675 ¹	755, 1013...	Otego—Oneonta.....	{ Otego..... Oneonta.....	{ 3.34 0.87	..... ..... Oneonta, c.....	{ 0.28	3.99	.....	.....
676	537, 538....	Otego—Wilseys Corners.....	Otego.....	2.05	.....	.....	2.05	.....	.....
677	526, 1011...	Edmeston—West Burlington—Kelsey Corners	{ Edmeston..... Burlington.....	{ 2.20 1.80	.....	.....	4.00	.....	.....
678	1323.....	Morris—Gilbertsville, Part 2.....	Butternuts.....	2.64	.....	.....	2.64	.....	.....
708 ²	1395.....	Sidney—Unadilla.....	Unadilla.....	4.27	.....	.....	4.27	.....	.....
781	532, 2715...	Gilbertsville Village.....	Butternuts.....	.....	Gilbertsville, v.	0.80	0.80	.....	.....
782 ³	2716.....	Otego Village.....	Otego.....	.....	Otego, v.....	0.41	0.41	.....	.....
783 ⁴	1336, 2714..	Milford Village.....	Milford.....	.....	Milford, v.....	0.68	0.68	.....	.....
784	534, 1403...	Cooperstown—Three Mile Point...	Otego.....	3.12	.....	.....	3.12	.....	.....
785 ⁵	{ 525, 1324, 2564.....	Richfield Springs—Schuyler Lake..	Exeter.....	1.72	.....	.....	.....	.....	1.72
786	1404.....	Cherry Valley—Roseboom.....	{ Cherry Valley..... Roseboom.....	{ 2.43 1.33	.....	.....	3.76	.....	.....
787 ¹	2532.....	East End.....	.....	.....	Oneonta, c.....	0.47	0.47	.....	.....
833	2563, 2566..	West Exeter—West Winfield.....	{ Exeter..... Plainfield.....	{ 0.33 5.11	.....	.....	5.44	.....	.....
934	540, 753....	East Springfield—Cherry Valley....	{ Springfield..... Cherry Valley.....	{ 1.39 2.97	..... Cherry Valley, v	{ 0.52	4.88	.....	.....
935	1406.....	Schenevus—Westford, Part 1.....	Maryland.....	3.83	.....	.....	3.83	.....	.....
936	1406.....	Schenevus—Westford, Part 2.....	Westford.....	4.15	.....	.....	4.15	.....	.....

987	2567, 2970..	Kelsey Corners—West Exeter.....	{ Burlington..... 5.00 Plainfield..... 0.12 Exeter..... 1.26	.....	.....	6.28	.....
1147	1406, V-176.	Schenevus Village: Elk Street.....	Maryland.....	Schenevus, v....	0.20	0.20	.....
1302 ¹	{ 2842, 2807, 2815, 1411 }	Morris—Oneonta.....	{ Morris..... 3.02 Laurens..... 5.34 Oneonta..... 3.27	Morris, v.....	1.08	.....	12.66
1303	3427.....	Unadilla Forks—Bridgewater.....	Plainfield.....	.....	.....	2.52	.....
1408	{ 1403, 1341, 533..... }	Three Mile Point—Springfield Cen- ter—Warren.....	{ Otsego..... 2.43 Springfield..... 5.70	.....	.....	8.13	.....
1409 ⁷	{ V-342, 3523, 2562..... }	Richfield Springs—Winfield, Pts. 1 and 2.....	Richfield..... 6.53	Richfield Spgs..	1.84	7.87	.....
1485	2805.....	Worcester—Decatur.....	{ Worcester..... 1.68 Decatur..... 2.41	.....	.....	4.09	.....
			Towns..... 109.93	.....	77.83	26.29	5.81
			Villages.....	.....	2.61	2.37	.....
			Cities.....	.....	0.81	.....	.....
			Totals..... 109.93	.....	5.79	28.66	5.81

STATE HIGHWAYS

5037	5	13	Richfield Springs—Schuyler Lake...	{ Richfield..... 3.27 Exeter..... 0.24	3.51
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¹ Included in State Route No. 7.
² Included in State Route No. 7. Original contract 4.39 miles. Portion at R. R. omitted.
³ 0.12 mile included in State Route No. 7.
⁴ 0.33 mile included in State Route No. 5.
⁵ Included in State Route No. 5. Original plans 5.23 miles; 3.51 miles built as State Highway No. 5037.
⁶ Original contract forfeited May 31, 1916.
⁷ 0.40 mile included in State Route No. 5.
* Exclusive of villages.

OTSEGO COUNTY — Concluded

STATE HIGHWAYS	Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5138	7	18		Oneonta—Colliers, Part 4	Milford	1.36			1.36		
5153	7	8, 9		Wells Bridge—Otego	{ Unadilla Otego	{ 0.23 3.07			4.61		
5202	{ 7 Pet. V-1058	{ 2 3		Unadilla Village	Unadilla		Unadilla, v.	1.93	1.93		
5229	7	3		Unadilla—Wells Bridge	Unadilla	4.71			4.71		
5240	7	19		Colliers—Maryland	{ Milford Maryland	{ 1.48 4.20			5.68		
5240-A	{ 7 Pet. V-1056	{ 21, 22 24, 26		Schenevus—Schoharie County Line	{ Maryland Worcester	{ 2.15 9.06	Schenevus, v.	0.99	12.20		
5445	5	7, 8		Milford—Cooperstown	{ Milford Hartwick Otsego	{ 0.61 4.55 2.18	Milford, v.	0.41	7.75		
5455	5	1		Davenport Center—Oneonta			Oneonta, c.	0.08	2.50		
5465	23	1		West Winfield—Bridgewater	Oneonta	2.42			1.53		
5624	{ 5 Pet. V-1210	{ 14, 15 1		Richfield Springs Village: Church, Prospect and Bronner Streets	Richfield	0.38	Richfield Sp., v.	0.66	1.04		
						41.44			41.06	0.38	
								5.30	4.64	0.66	
								0.08	0.08		
						41.44		5.38	45.78	1.04	

PUTNAM COUNTY

COUNTY HIGHWAYS

	Petition No.				
569	251.....	Baldwin Place—Mahopac.....	Carmel.....	5.90	.....
570	251.....	Carmel—Kent.....	{ Carmel.....	1.33	.....
			{ Kent.....	3.69	.....
585 ¹	251.....	Towners Corners—County Line.....	Patterson.....	4.25	.....
798	251, 1891...	Kent—Towner.....	Patterson.....	2.78	.....
909 ²	1167, 2955..	Brewster—Carmel.....	{ Southeast.....	2.63	.....
909-A			{ Carmel.....	1.54	.....
974 ¹	1166.....	Putnam Valley—Tompkins Corners.....	Putnam Valley.....	6.42	.....
1221	1163, 2538..	Carmel—Mahopac.....	Carmel.....	2.55	.....
1455	2956.....	Brewster—Connecticut State Line..	Southeast.....	3.42	.....

Towns.....	34.51	.....	28.54	5.97	.....
Villages.....	...	.....	0.39	0.39	.....
Cities.....	...	.....	.....	.....	.....
Totals.....	34.51	.....	0.39	28.93	5.97

STATE HIGHWAYS

	Route No.	Section			
5006	1	1	Croton Falls—Brewster.....	Southeast.....	1.80
5098	{ 1	3	Brewster Village.....	Southeast.....	1.14
	{ Pet. V-1044				.....

Re-let as No. 5240-A.

Re-let as No. 5247-A.

in Delaware county.

miles in Herkimer county and 1.27 miles in Oneida county.

route No. 1.

13 miles at grade crossing in town of Southeast cancelled and re-let as No. 909-A.

final payment awaiting court decision.

PUTNAM COUNTY — Concluded

STATE HIGHWAYS.

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5147 ¹	2	1	Peekskill—Fishkill, Part 1.....	Phillipstown.....	1.74	.....	....	1.74	....	.....
5149	2	4, 5	Peekskill—Fishkill, Part 4.....	Phillipstown.....	4.17	.....	....	4.17	....	.....
5156	2	3	Peekskill—Fishkill, Part 3.....	Phillipstown.....	4.36	.....	....	4.36	....	.....
5203	1	4	Brewster—Patterson.....	{ Southeast..... Patterson.....	4.62	.....	}	9.80	....	.....
5387	2	2	Fishkill—Peekskill, Part 2.....		5.18	.....		2.38	....	.....
5438	1	2	Croton Falls—Brewster, Part 2....	South-east..	1.64	.....	....	1.64	....	.....
					-----	-----	-----	-----	-----	-----
					Towns.....	25.89	....	25.89	....	.....
					Villages....	....	1.14	1.14	....	.....
					Cities.....	....	....	.....	....	.....
					-----	-----	-----	-----	-----	-----
					Totals.....	25.89	1.14	27.03	....	.....
					=====	=====	=====	=====	=====	=====

RENSSELAER COUNTY

COUNTY HIGHWAYS

Petition No.

10 ²	48-A.....	Troy—Brunswick, Part 1.....	Brunswick.....	0.48	.....	0.48	....	.....
11	49-A.....	Troy—Greenbush, Part 1.....	{ North Greenbush...	....	0.40	1.03	....	.....
25 ³	48.....	Troy—Brunswick, Part 2.....		0.63		3.05	....	.....
26	49-A.....	Troy—Greenbush, Part 2.....	Brunswick.....	3.05	....	2.59	....	.....
55	54.....	Hoags Corners.....	North Greenbush...	2.59	....	3.15	....	.....
			Nassau.....	3.15	....	.....	....	.....

77	136, 347	Albion—Wynantkill	Brunswick	0.18	1.50
84 ^a	190	Troy—Brunswick, Part 3	North Greenbush	1.32	2.46
102	50	Barracks	Brunswick	2.46	2.05
194	348-A	Sand Lake—Troy	East Greenbush	2.05	1.49
195	384	Wynantkill—West Sand Lake	Sand Lake	1.47	4.01
196	203	East Nassau	Poestenkill	0.02	3.02
197 ^a	377	Brick Church—Rock Hollow	Sand Lake	1.16	3.33
200	291	Old Northern Turnpike	Poestenkill	0.64	2.75
201	347	Troy—Poestenkill	North Greenbush	2.21	3.60
202 ^a	308, 309	Boston—Albany	Nassau	3.02	5.42
227 ^a	307	Brunswick Turnpike	Brunswick	3.83	3.10
284	513	Averill Park—Crooked Lake	Hosick	2.75	3.61
285 ^b	514	Nassau—Brainard	North Greenbush	0.75	3.62
287	386	Rensselaer—Best	Poestenkill	2.85	4.75
288	407	Troy—Sand Lake, Part 2	East Greenbush	4.04	3.72
439 ^a	1004	East Nassau—Brainard	Schodack	1.38	3.78
			Brunswick	3.10	
			Sand Lake	3.61	
			Nassau	3.62	
			North Greenbush	1.35	
			East Greenbush	3.40	
			Poestenkill	3.40	
			North Greenbush	0.82	
			Nassau	3.78	

Vestchester county.
 a reconstructed as No. 5393.

No. 42.

mile additional built by special agreement. Included in State Route No. 21.

RENSSELAER COUNTY — Continued

COUNTY HIGHWAYS	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
477	{ 405..... 971..... 982-A..... 982-B..... }	Valley Falls—Tomhannock.....	Pittstown.....	2.30	.....	.....	6.43	.....	.....
		Valley Falls—Johnsonville.....	Pittstown.....	2.52	.....	.....	
		Valley Falls—Schaghticoke.....	Schaghticoke.....	0.84	.....	.....	
		Schaghticoke—Johnsonville, Pt. 1... {	Schaghticoke.....	0.77	.....	.....	
478 ¹	406, 673.....	Haynersville—Raymertown.....	{ Brunswick..... Pittstown..... }	{ 1.64 1.57 }	.....	.....	3.21	.....	.....
490 ¹	402, 671.....	Hoosick—North Hoosick.....	Hoosick.....	6.35	.....	.....	6.35	.....	.....
504	982-C.....	Troy—Speigletown.....	Schaghticoke.....	1.69	.....	.....	1.69	.....	.....
536 ²	1184.....	Schodack Center—Nassau.....	Schodack.....	5.19	.....	.....	5.19	.....	.....
571	672.....	Spring Avenue: Troy—Poestenkill.. {	{ Brunswick..... North Greenbush... }	{ 2.44 0.17 }	.....	.....	2.61	.....	.....
583	385.....	Couse—Luther.....	East Greenbush....	3.40	.....	.....	3.40	.....	.....
594 ³	189, 716....	Rensselaer—DeFreestville.....	East Greenbush....	...	.....	.....	.....	.....	.....
631 ⁴	512.....	Eagle Mills—Clums Corners.....	Brunswick.....	2.25	.....	.....	2.25	.....	.....
659	404.....	Brunswick Center—Lansingburg....	Brunswick.....	5.07	.....	.....	5.07	.....	.....
679	159.....	W. Stephentown—Stephentown Ctr.	Stephentown.....	4.14	.....	.....	4.14	.....	.....
680	159.....	Stephentown Center—Massachusetts.	Stephentown.....	3.92	.....	.....	3.92	.....	.....
765	1887, 1888.. {	{ Wynantakill — DeFreestville — Winter Street..... }	North Greenbush...	4.10	.....	.....	4.10	.....	.....
949	V-123.....	Nassau Village.....	Nassau.....	...	Nassau, v.....	0.29	0.29	.....	.....
980	2973.....	Speigletown—Melrose.....	Schaghticoke.....	2.55	.....	.....	2.55	.....	.....
981 981-A }	189.....	DeFreestville—Couse.....	East Greenbush....	3.14	.....	.....	3.14	.....	.....
1049	V-205, 3163.	Troy City: Pawling Avenue.....	.....	...	Troy, c.....	0.51	0.51	.....	.....
1050	V-206-207..	Troy City: Oil Mill Hill .....	.....	...	Troy, c.....	1.58	1.58	.....	.....

1115	2719, 3384,	Castleton—Rensselaer, Part 2	East Greenbush	2.74	.....	.....	.....	3.71	.....
1115-A	85		.....	.....	.....	Rensselaer, c	0.97	.....	.....
1116	670, 1183,	Castleton—Rensselaer, Part 1	Schodack	3.35	.....	Castleton, v	1.16	4.51	.....
1116-A	2954		.....	.....	.....	.....	.....	.....	.....
1119	3164, V-280,	Troy City: Spring Avenue	.....	.....	.....	Troy, c	1.72	1.72	.....
1119-A			.....	.....	.....	.....	.....	.....	.....
11120	3235, V-233,	Troy City: Winter Street	.....	.....	.....	Troy, c	0.34	0.34	.....
11121	3162, V-215,	Rensselaer City: Washington Ave.	.....	.....	.....	Rensselaer, c	1.65	1.65	.....
11122	2169	West Stephentown—Alps	Nassau	2.70	.....	.....	.....	2.70	.....
	V-233, 3230,	Troy City—Leversee Road	.....	.....	.....	Troy, c	0.13	.....	.....
11123	3232, 3234		Brunswick	0.34	.....	.....	.....	0.51	.....
			Schaghticoke	0.04	.....	.....	.....	.....	.....
11154	2280, 2395	Spring Av., Troy—Poestenkill Pt. 2	Poestenkill	0.88	.....	.....	.....	0.88	.....
11194	V-214, 3160,	Rensselaer City: High Street	.....	.....	.....	Rensselaer, c	0.39	0.39	.....
1421	3465, 3466	Center Berlin—Petersburg	Berlin	4.74	.....	.....	.....	.....	7.20
1422	3586, V	Castleton—East Schodack, Part 1	Petersburg	2.46	.....	.....	.....	.....	.....
	3579, 2394,	Speigelstown—Tomhannock Reserv'r	Schodack	4.14	.....	Castleton, v	0.73	.....	4.87
1423	2803, 2972		Schaghticoke	1.43	.....	.....	.....	.....	.....
	3463, 3466,	Stone Schoolhouse—North Peters-	Pittstown	4.91	.....	.....	.....	.....	6.34
1424	2696	burg—Vermont State Line	Hoosick	1.73	.....	.....	.....	.....	4.95
1425	2953	Melrose—Schaghticoke Hill	Petersburg	3.22	.....	.....	.....	.....	.....
1426	2974	Whitehouse B'dge—Vermont State L.	Schaghticoke	2.97	.....	.....	.....	2.97	.....
			Hoosick	3.80	.....	.....	.....	.....	3.80
Included in State Route No. 22.				Towns	155.61	.....	126.21	14.31	15.09
c. 1. nal plans 2.73 miles; 0.67 mile built				Villages	.....	.....	2.18	1.45	0.73
No. 981-A rith No. 1116-A and re-let as No. 1115-A. ith No. 1115-A and re-let as No. 1116-A. No. 1119-A.				Cities	.....	.....	7.69	.....	.....
				Totals	155.61	.....	9.87	135.35	15.04
									15.09

Included in State Route No. 22.

c. 1.

nal plans 2.73 miles; 0.67 mile built

No. 981-A

rith No. 1116-A and re-let as No. 1115-A.

ith No. 1115-A and re-let as No. 1116-A.

No. 1119-A.

RENSSELAER COUNTY — Concluded

STATE HIGHWAYS	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5029	1	3	Schodack Center—Valatie, Part 2..	Schodack.....	2.70	.....	.....	2.70	.....	.....
5040	{ 22 Pet. V-23 }	9	Hoosick Falls Village.....	Hoosick.....	.....	Hoosick Falls, v.	1.57	1.57	.....	.....
5084	1	1, 2	Schodack Center—Valatie, Part 3..	Schodack.....	2.90	.....	.....	2.90	.....	.....
5107	{ 1 Pet. V-1015 }	7	Rensselaer City: Columbia Street...	.....	.....	Rensselaer, c...	0.40	0.40	.....	.....
5108	21	14	Brainard Station.....	{ Nassau..... Stephentown..... }	0.05 0.35	.....	.....	0.40	.....	.....
5163	{ 21 Pet. V-1045 }	11	Nassau Village.....	Nassau.....	.....	Nassau, v.....	0.41	0.41	.....	.....
5196	21	3	DeFreestville—South.....	{ North Greenbush... East Greenbush... }	0.47 0.20	.....	.....	0.67	.....	.....
5223	42	5	Cropseyville—Grafton.....	{ Brunswick..... Grafton..... }	1.46 4.47	.....	.....	5.93	.....	.....
5278 5278-A	{ 21 5, 6 }	5, 6	West Sand Lake—Averill Park.....	Sand Lake.....	3.66	.....	.....	8.66	.....	.....
5310	{ 42 Pet. V-1125 }	1	Troy City: Brunswick Turnpike....	.....	.....	Troy, c.....	0.95	0.95	.....	.....
5354	22	6, 7	Raymertown—Hoosick, Part 2.....	Hoosick.....	5.11	.....	.....	5.11	.....	.....
5393	{ 22 Pet. V-1169 }	1	Troy City: Hoosick Street.....	.....	.....	Troy, c.....	0.52	0.52	.....	.....
5478	42	6	Grafton—Petersburg.....	{ Grafton..... Petersburg..... }	3.12 3.22	.....	.....	6.34	.....	.....
5479	22	5	Raymertown—Hoosick, Part 1.....	Pittstown.....	6.18	.....	.....	6.18	.....	.....

ROCKLAND COUNTY—Concluded

STATE HIGHWAYS.			Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
High- way No.	Route No.	Sec- tion								
5002	3	5	Congers—Long Clove.....	Clarkstown.....	1.61	.....	.....	1.61	....	.....
5165	3	6	Long Clove—Haverstraw.....	{ Haverstraw.....	.....	Haverstraw, v..	1.94	2.16	....	.....
5178	39-B	2	Knapps Corners—Nyack.....	Clarkstown.....	2.20	.....	.....	2.20	....	.....
5388 ¹	39-B	6	Suffern Village; Hilburn Village.....	{ Ramapo.....	.....	Suffern, v.....	1.02	2.16	....	.....
5389	3	7	Haverstraw—West Haverstraw.....	{ Ramapo.....	.....	Hilburn, v.....	1.14	1.56	....	.....
5428 ¹	39-B	4	Spring Valley Village.....	{ Haverstraw.....	.....	Haverstraw, v..	0.95	1.00	....	.....
5504 ²	39-B	3	Dykes Crossing.....	{ Haverstraw.....	.....	W. Haverstraw.	0.61	0.39	....	.....
5512	3	1, 3	New Jersey State L.—Nyack, Pt. 1, 3	Orangetown.....	2.39	Piermont, v....	1.36	.....	....	3.75
					Towns.....	6.81	.....	6.81	....	.....
					Villages.....	.....	8.02	4.27	....	3.75
					Cities.....	.....	.....	.....	....	.....
					Totals.....	6.81	8.02	11.08	....	3.75
SPECIAL HIGHWAYS.										
9000	.....	.....	Spring Valley—Suffern.....	Ramapo.....	4.31	.....	.....	4.31	....	.....
9005	.....	.....	Coyles Corners—Short Clove.....	Clarkstown.....	7.30	.....	.....	7.30	....	.....
9006	.....	.....	Pearl River—Nanuet.....	{ Orangetown.....	2.50	.....	.....	3.75	....	.....
					{ Clarkstown.....	1.25	.....	.....	....	.....
					Towns.....	15.36	.....	15.36	....	.....

ST. LAWRENCE COUNTY

COUNTY HIGHWAYS

Petition No.

521*	975, 1091...	Massena—Waddington, Pts. 2 and 3	Louisville.....	8.01	.....	.....	8.62	.....
			Massena.....	0.61	.....	.....	.....	.....
732	1058, 1073..	Ogdensburg—Canton, Part 1.....	Oswegatchie.....	4.17	.....	.....	8.79	.....
			Liebon.....	4.62	.....	.....	.....	.....
733	1063, 1068..	Ogdensburg—Canton, Part 2.....	Liebon.....	2.69	.....	.....	8.02	.....
			Canton.....	5.33	.....	.....	.....	.....
734	1053, 1055..	Potsdam—Parishville, Part 1.....	Potsdam.....	2.08	.....	.....	5.11	.....
			Parishville.....	3.03	.....	.....	.....	.....
735	1056, '98, '99	Potsdam—Colton.....	Colton.....	1.14	.....	.....	7.90	.....
			Pierrepont.....	5.11	.....	.....	.....	.....
			Potsdam.....	1.65	.....	.....	.....	.....
875	1112.....	Elmdale—Gouverneur.....	Gouverneur.....	5.83	.....	.....	5.83	.....
876	1113.....	Brasie Corners—Elmdale.....	Macomb.....	3.82	.....	.....	3.82	.....
878	1071.....	Ogdensburg—Morristown.....	Oswegatchie.....	6.74	.....	.....	6.74	.....
966	1095.....	Madrid—Waddington, Part 2.....	Waddington.....	4.04	.....	.....	4.04	.....
967	74.....	Norwood—Norfolk.....	Norfolk.....	3.30	.....	.....	3.30	.....
968	1075, 2992..	Ogdensburg—Morristown, Part 2..	Morristown.....	2.42	.....	1.66	4.08	.....
969	1076.....	Morristown—Hammond, Part 1....	Morristown.....	6.53	.....	.....	6.53	.....
970 } 970-A }	1077.....	Morristown—Hammond, Part 2....	Hammond.....	9.33	.....	0.93	10.26	.....
1031	1053.....	Potsdam—Parishville, Part 2.....	Parishville.....	4.01	.....	.....	4.01	.....
1032	1059, 3176..	Potsdam—Norwood.....	Potsdam.....	3.83	.....	1.28	5.38	.....
			Norfolk.....	.....	.....	0.27	.....	.....
1033	V-173.....	Ogdensburg City: Canton & State Sts.,	.....	.....	.....	1.00	1.00	.....

No. 32.
miles cancelled and re-let as No. 970-A.

11
21
31
41
*

ST. LAWRENCE COUNTY — Concluded

STATE HIGHWAYS										
High-way No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struc-tion	Miles ap-proved and awaiting contract
5509	32	2	Winthrop—North Lawrence.....	Stockholm.....	0.40	.....	.....	5.81	....	.....
				Brasher.....	1.00	.....	.....	
				Lawrence.....	4.41	.....	.....	
5535	32	15, 16	Ogdensburg—Waddington, Part 2..	Waddington.....	5.66	Waddington, v.	1.00	6.66	....	.....
5536	32	9-11	Waddington—Massena, Part 2.....	Louisville.....	7.30	.....	.....	8.35	....	.....
				Massena.....	1.05	.....	.....	
5612	32	12-14	Waddington—Massena, Part 1.....	Waddington.....	3.40	Waddington, v.	1.09	.....	9.12	.....
				Louisville.....	4.63	.....	.....	
Towns.....					102.37	.....	.....	94.34	8.03	.....
Villages.....					....	.....	10.39	9.30	1.09	.....
Cities.....					....	.....	4.57	4.57	....	.....
Totals.....					102.37	.....	14.96	108.21	9.12	.....

SARATOGA COUNTY

COUNTY HIGHWAYS										
	Petition No									
12 ¹	.....	Waterford	.....	.....	.....	.....	.....	.....	.....	.....
39 ²	77	Waterford—Mechanicville, Part 1..	Waterford	.....	1.51	.....	.....	1.51	....	.....
58	68	Glens Falls—Saratoga, Part 1.....	Moreau	.....	6.06	.....	.....	6.06	....	.....
59	78	Waterford—Mechanicville, Part 2..	Half Moon	.....	5.03	.....	.....	5.03	....	.....
240	242	Waterford—Chicoes	Waterford	.....	1.00	.....	.....	1.00	....	.....

241 ^b	284.....	Saratoga—Ballston.....	{ Milton.....	.....	Saratoga Sp'gs. 3.67	4.36	.....
242	146.....	Saratoga—Glens Falls, Part 2.....	Wilton.....	1.25	.....	1.25	.....
243	76.....	Mechanicville—Stillwater.....	Stillwater.....	1.84	.....	1.84	.....
244 ^c	285.....	Saratoga—Schuylerville.....	Saratoga.....	6.01	.....	6.01	.....
340	145.....	Saratoga—Corinth.....	Greenfield.....	7.25	.....	7.25	.....
441	565.....	Saratoga—Glens Falls, Parts 4 and 5.....	{ Wilton.....	6.00	.....	8.32	.....
442	553.....	Saratoga—Gansevoort, Part 1.....	Moreau.....	2.32	.....	6.14	.....
443 ^d	{ 554.....	Saratoga—Greenfield.....	Wilton.....	6.14	.....	.....	.....
	558.....	Saratoga—Schuylerville, Part 2.....	.....	.....	Saratoga Sp'gs 1.80	.....	.....
	559.....	Saratoga—Glens Falls, Part 3.....	.....	.....	Saratoga Sp'gs 3.76	6.28	.....
610	557, 633.....	Mechanicville—Malta.....	Greenfield.....	0.72	.....	.....	.....
			Stillwater.....	3.59	.....	7.42	.....
611	560, 633.....	Malta—Saratoga.....	{ Malta.....	3.68	Mechanicville.. 0.15	.....	.....
741	508, 2125.....	Saratoga—Corinth, Part 2.....	Malta.....	4.38	.....	6.64	.....
815	820, 1160, V-67.....	Corinth—Hadley.....	Corinth.....	.....	Saratoga Sp'gs 2.26	.....	.....
816	825.....	Galway—West Galway.....	Corinth.....	4.06	.....	4.06	.....
817	817.....	Scotch Church—Blue Corners.....	Hadley.....	2.41	Corinth, v..... 0.79	6.22	.....
818 ^e	2257.....	Ballston Town Line—Scotch Church	Galway.....	3.02	.....	.....	4.03
			Charlton.....	4.03	.....	3.57	.....
			Charlton.....	3.57	.....	.....	0.92
			Charlton.....	0.92	.....	.....	.....

^b. This number is therefore void,
built as No. 842.

^c miles in No. 25.

^d. State Route No 37-A and built as No. 5542.

SARATOGA COUNTY — Concluded

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
819 ¹	820, 1160...	Ballston—Charlton Town Line.....	{ Milton..... Ballston.....	{ 1.88	.....	{ ..... .....	.....	.....	1.88
842	77.....	Waterford—Mechanicville, Part 1..	Waterford.....	0.27	.....	.....	0.27	.....	.....
941 ²	V-112.....	Mechanicville Village.....	Stillwater.....	.....	.....	.....	.....	.....	.....
1117	2118, 2452..	Rexford Flats—Wait Corners— Groom Corners.....	Clifton Park.....	6.10	.....	.....	.....	6.10	.....
1143	V-156.....	Saratoga Springs Village: South Broadway and Maple Avenue....	.....	.....	Saratoga Sp., v.	1.30	1.30	.....	.....
1183	3421.....	Round Lake—Maltaville.....	Malta.....	1.16	.....	.....	1.16	.....	.....
1345	3606.....	Mechanicville—Clifton Park.....	Half Moon.....	5.74	.....	.....	.....	5.74	.....
1460	{ 1320, 1517, 562, 3729.	{ Gansevoort—South Glens Falls.....	{ Northumberland... Moreau.....	{ 1.08 5.52	{ S. Glens Falls, v.	{ 0.14	{	{ 6.74	{
1461	{ 556, 563, 3608.....	{ Schuylerville—Gansevoort.....	{ Saratoga..... Northumberland...	{ 0.44 8.62	{	{	{	{	{ 9.06
					Towns.....	.....	71.96	18.44	15.89
					Villages.....	0.93	0.79	0.14	.....
					Cities.....	12.94	12.94	.....	.....
					Totals.....	13.87	85.69	18.58	15.89

STATE HIGHWAYS		Section										
	Route No.											
5002 ¹	25	13	Ballston—Ballston Lake, Part 1....	{	Milton.....	0.77	.....	.....	2.03	.....	.....	.....
					Ballston.....	0.77	Ballston Spa, v.	1.39	.....	.....	.....	.....
5055	25	14	Ballston—Ballston Lake, Part 2....		Ballston.....	4.52	.....	.....	4.52	.....	.....	.....
5205	43	2	Stillwater—Schuylerville, Part 1....		Stillwater.....	5.38	.....	.....	5.38	.....	.....	.....
5230	43	3	Stillwater—Schuylerville, Part 2....		Saratoga.....	6.41	Victory Mills, v.	1.11	7.52	.....	.....	.....
5277	{ 43 Pet. V-1123 }	4	Schuylerville Village.....		Saratoga.....	.....	Schuylerville, v.	1.03	1.03	.....	.....	.....
5281	39	1	Ballston Lake—High Mills.....		Ballston.....	1.77	.....	.....	1.77	.....	.....	.....
5313	{ 43 Pet. V-1133 }	1	Stillwater Village.....		Stillwater.....	.....	Stillwater, v....	1.30	1.30	.....	.....	.....
5519 ⁴	37-B	1, 2	Malta—Ballston Spa.....	{	Malta.....	2.00	.....	.....	.....	3.73	.....	.....
					Ballston.....	1.73	.....	.....	.....	.....	.....	.....
5531	37-A	2	Ballston Spa—Scotch Church, Pt. 1	{	Milton.....	1.72	.....	.....	.....	.....	.....	.....
					Ballston.....	2.29	Ballston Spa, v.	0.33	4.98	.....	.....	.....
5542	37-A	3	Ballston Spa—Scotch Church, Pt. 2	{	Charlton.....	0.64	.....	.....	.....	.....	.....	.....
					Charlton.....	4.56	.....	.....	4.56	.....	.....	.....
5592	37-A	1	Ballston Spa Village: High Street...	{	Milton.....	.....	Ballston Spa, v.	0.12	.....	.....	0.24	.....
					Ballston.....	.....	Ballston Spa, v.	0.12	.....	.....	.....	.....
5598	{ 25 Pet. V-1209 }	2	South Glens Falls Village: Saratoga Avenue and Main Street.....	{	Moreau.....	.....	So. Glens Falls.	1.10	.....	1.10	.....	.....
						Towns.....	32.56	.....	28.88	3.73	.....	.....
						Villages.....	.....	.....	5.16	1.10	0.24	.....
						Cities.....	.....	.....	.....	.....	.....	.....
						Totals.....	32.56	6.50	33.99	4.83	0.24	.....

77 miles included in State Route No. 27-A
as of balance not on approved system,
as the approval of the Commission.
is omitted 0.19 mile at grade crossing. This
recount
by 3, 1916.

RENSSELAER COUNTY — Concluded

STATE High- way No.	HIGHWAYS		Name of highway	Town	*Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract
	Route No.	Seq- tion								
5029	1	3	Schodack Center—Valatie, Part 2..	Schodack.....	2.70	.....	.....	2.70	.....	.....
5040	{ 22 Pet. V-23	9	Hoosick Falls Village.....	Hoosick.....	.....	Hoosick Falls, v.	1.57	1.57	.....	.....
5084	1	1, 2	Schodack Center—Valatie, Part 3..	Schodack.....	2.90	.....	.....	2.90	.....	.....
5107	{ 1 Pet. V-1015	7	Rensselaer City: Columbia Street...	.....	.....	Rensselaer, c...	0.40	0.40	.....	.....
5108	21	14	Brainard Station.....	{ Nassau.....	0.05	.....	.....	0.40	.....	.....
5163	{ 21 Pet. V-1045	11	Nassau Village.....	Nassau.....	.....	Nassau, v.....	0.41	0.41	.....	.....
5196	21	3	DeFreestville—South.....	{ North Greenbush... East Greenbush.... Brunswick..... Grafton.....	0.47 0.20 1.46 4.47	..... ..... ..... .....	..... ..... ..... .....	0.67 5.93.....	....................	....................
5278 5278-A	{ 21 1	5, 6	West Sand Lake—Averill Park.....	Sand Lake.....	3.66	.....	.....	3.66	.....	.....
5310	{ 42 Pet. V-1125	1	Troy City: Brunswick Turnpike....	.....	.....	Troy, c.....	0.95	0.95	.....	.....
5354	22	6, 7	Raymertown—Hoosick, Part 2.....	Hoosick.....	5.11	.....	.....	5.11	.....	.....
5393	{ 22 Pet. V-1160	1	Troy City: Hoosick Street.....	.....	.....	Troy, c.....	0.52	0.52	.....	.....
5478	42	6	Grafton—Petersburg.....	{ Grafton..... Petersburg.....	3.12 3.22	..... .....	..... .....	6.34	.....	.....
5479	22	5	Raymertown—Hoosick, Part 1.....	Pittstown.....	6.18	.....	.....	6.18	.....	.....

5533	21	1, 2	Rensselaer—Defreestville.....	{	East Greenbush.....	2.01	.....	.....	.....	2.11	.....
							Rensselaer, c.....	0.10			
							Towns.....	35.90		35.90	
							Villages.....	.....	1.98	1.98	
							Cities.....	.....	1.97	1.97	
							Totals.....	35.90	3.95	39.85	

ROCKLAND COUNTY

COUNTY HIGHWAYS

	Petition No.										
90	22.....	Grassy Point.....	Stony Point.....	2.83	.....	.....	.....	.....	.....	2.83	.....
91 ¹	23-A.....	Nyack Turnpike.....	Ramapo.....	3.90	.....	.....	.....	.....	.....	3.90	.....
593 ¹	1764.....	Highland Lake—Tompkins Cove...	Stony Point.....	5.88	.....	.....	.....	.....	.....	5.88	.....
689 ¹	24, 1765....	Spring Valley—Knappa Corners....	Clarkstown.....	3.53	.....	.....	.....	.....	.....	3.53	.....
690	1768.....	Monsey—Egypt Corners.....	Ramapo.....	4.25	.....	.....	.....	.....	.....	4.25	.....
728 ¹	1769.....	State Line—Orangeburg.....	Orangetown.....	2.82	.....	.....	.....	.....	.....	2.82	.....
928 ¹	2082.....	Knappa Corners—Nyack.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1019	1767.....	Spring Valley—Mount Ivy.....	Ramapo.....	4.47	.....	.....	.....	.....	.....	4.47	.....
1205	3538.....	Nyack—Rockland Lake.....	{	Orangetown.....	.....	.....	Nyack, v.....	0.56	.....	.....	.....
				Clarkstown.....	1.47	.....	Upper Nyack, v.	0.92	.....	2.95	.....
1448	3723.....	Suffern—Mount Ivy.....	Ramapo.....	7.64	.....	.....	Suffern, v.....	0.98	.....	8.62	.....
							Towns.....	36.79	.....	27.68	9.11
							Villages.....	.....	2.46	.....	2.46
							Cities.....	.....	.....	.....	.....
							Totals.....	36.79	2.46	27.68	11.57

¹ Original contract cancelled. Re-let as No. 5278-A
² Included in State Route No. 39-B

No. 3.

. Original plans 3.57 miles. Portion

ROCKLAND COUNTY—Concluded

STATE HIGHWAYS.	Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5002	3	5		Congers—Long Clove.....	Clarkstown.....	1.61	.....	.....	1.61	.....	.....
5165	3	6		Long Clove—Haverstraw.....	{ Haverstraw.....	.....	Haverstraw, v..	1.94	2.16	.....	.....
5178	39-B	2		Knapps Corners—Nyack.....	Clarkstown.....	0.22	.....	.....	2.20	.....	.....
5388 ¹	39-B	6		Suffern Village; Hilburn Village.....	{ Ramapo.....	2.20	.....	.....	2.20	.....	.....
5389	3	7		Haverstraw—West Haverstraw.....	{ Ramapo.....	.....	Suffern, v.....	1.02	2.16	.....	.....
5428 ¹	39-B	4		Spring Valley Village.....	Haverstraw.....	.....	Hilburn, v.....	1.14	1.56	.....	.....
5504 ²	39-B	3		Dykes Crossing.....	Haverstraw.....	.....	Haverstraw, v..	0.95	1.00	.....	.....
5512	3	1, 3		New Jersey State L.—Nyack, Pt. 1, 3	{ Haverstraw.....	.....	W. Haverstraw.	0.61	0.39	.....	3.75
					Orangetown.....	2.39	Piermont, v....	1.36	.....	.....	.....
					Towns.....	6.81	.....	.....	6.81	.....	.....
					Villages.....	.....	.....	8.02	4.27	.....	3.75
					Cities.....	.....	.....	.....	.....	.....	.....
					Totals.....	6.81	.....	8.02	11.08	.....	3.75
SPECIAL HIGHWAYS.											
9000				Spring Valley—Suffern.....	Ramapo.....	4.31	.....	.....	4.31	.....	.....
9005				Coyles Corners—Short Clove.....	Clarkstown.....	7.30	.....	.....	7.30	.....	.....
9006				Pearl River—Nanuet.....	{ Orangetown.....	2.50	.....	.....	3.75	.....	.....
					Clarkstown.....	1.25	.....	.....	.....	.....	.....
					Towns.....	15.36	.....	.....	15.36	.....	.....

ST. LAWRENCE COUNTY

COUNTY HIGHWAYS

Petition No.

521 ¹	975, 1091...	Massena—Waddington, Pts. 2 and 3	Louisville.....	8.01	.....	.....	8.62	....	.....
			Massena.....	0.61	.....	.....	
732	1068, 1073..	Ogdensburg—Canton, Part 1.....	Oswegatchie.....	4.17	.....	.....	8.79	....	.....
			Lisbon.....	4.62	.....	.....	
733	1063, 1068..	Ogdensburg—Canton, Part 2.....	Lisbon.....	2.69	.....	.....	8.02	....	.....
			Canton.....	5.33	.....	.....	
734	1053, 1055..	Potsdam—Parishville, Part 1.....	Potsdam.....	2.08	.....	.....	5.11	....	.....
			Parishville.....	3.03	.....	.....	
			Colton.....	1.14	.....	.....	
735	1056, '98, '99	Potsdam—Colton.....	Pierrepont.....	5.11	.....	.....	7.90	....	.....
			Potsdam.....	1.65	.....	.....	
875	1112.....	Elmdale—Gouverneur.....	Gouverneur.....	5.83	.....	.....	5.83	....	.....
876	1113.....	Brasie Corners—Elmdale.....	Macomb.....	3.82	.....	.....	3.82	....	.....
878	1071.....	Ogdensburg—Morristown.....	Oswegatchie.....	6.74	.....	.....	6.74	....	.....
966	1095.....	Madrid—Waddington, Part 2.....	Waddington.....	4.04	.....	.....	4.04	....	.....
967	74.....	Norwood—Norfolk.....	Norfolk.....	3.30	.....	.....	3.30	....	.....
968	1075, 2992..	Ogdensburg—Morristown, Part 2...	Morristown.....	2.42	.....	Morristown, v..	4.08	....	.....
969	1076.....	Morristown—Hammond, Part 1....	Morristown.....	6.53	.....	.....	6.53	....	.....
970 } ⁴									
970-A }	1077.....	Morristown—Hammond, Part 2....	Hammond.....	9.33	.....	Hammond, v...	10.26	....	.....
1031	1053.....	Potsdam—Parishville, Part 2.....	Parishville.....	4.01	.....	.....	4.01	....	.....
1032	1059, 3176..	Potsdam—Norwood.....	Potsdam.....	3.83	.....	Norwood, v....	5.38	....	.....
			Norfolk.....	....	.....	Norwood, v....	0.27	....	.....
1033	V-173.....	Ogdensb'g City: Canton & State Sts,	.....	....	.....	Ogdensburg, c..	1.00	....	.....

¹ Original contract forfeited.

² Grade crossing elimination.

³ 0.60 mile included in State Route No. 32.

⁴ Original contract 10.26 miles; 3.89 miles cancelled and re-let as No. 970-A.

* Exclusive of villages.

ST. LAWRENCE COUNTY — Continued

COUNTY HIGHWAYS	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1108	V-197.....	Potsdam Village.....	Potsdam.....	.....	Potsdam, v.....	2.19	2.19	.....	.....
1125	V-248, 3405.	Waddington Village.....	Waddington.....	.....	Waddington, v.	1.24	1.24	.....	.....
1126	2852.....	Canton—Pierrepoint.....	{ Canton..... Pierrepoint.....	{ 5.47 2.41	.....	.....	7.88	.....	.....
1168	{ 1103, 1104.. 3578, 1092, V-322	{ Hermon—Russell..... Massena—Helena, Part 1.....	{ Hermon..... Russell..... Massena.....	{ 0.89 4.65 5.14	{ Hermon, v..... Massena, v.....	{ 0.91 0.52	{ 6.45	{ 5.66	{
1262	1096, 1097.. 3576, 3577, V-333, 1110, 1111	{ Madrid—Waddington, Part 1..... Gouverneur—Edwards, Part 1.....	{ Madrid..... Gouverneur..... Fowler.....	{ 5.07 1.07 8.40	{ Gouverneur, v..	{ 1.38	{ 10.85	{	{
1264	1114.....	Brasie Corners—Edwardsville.....	Macomb.....	9.09	.....	.....	.....	9.09	.....
1265	{ 1092, 1093, 3575	{ Massena—Helena, Part 2..... De Kalb Junction—Hermon.....	{ Massena..... Brasher..... De Kalb.....	{ 2.87 2.63 3.09	{ Canton, v.....	{ 0.44	{ 5.50 3.09	{ 0.44	{
1266	1105.....	Canton Village: West Main Street..	Canton.....	.....	.....	.....	.....	.....	.....
1387	8636.....	De Peyster—Ogdensburg.....	{ De Peyster..... Oswegatchie.....	{ 3.70 6.53	{ Heuvelton, v...	{ 0.93	{	{ 11.16	{
1388	1074, 1072..	Gouverneur—Edwards, Part 2.....	Edwards.....	4.60	.....	.....	.....	.....	4.60
1389	3576.....	.....	.....	.....	.....	.....	.....	.....	.....
Towns.....				153.90	.....	.....	124.84	24.46	4.60
Villages.....				.....	.....	11.75	9.86	1.89	.....
Cities.....				.....	.....	1.00	1.00	.....	.....
Totals.....				153.90	.....	12.75	135.70	26.35	4.60

STATE HIGHWAYS

Route No.	Section		Potsdam						
5032	30	9 Canton—Potsdam, Part 2.	Potsdam	5.00				5.00	
5115 ¹	30	10 Canton—Potsdam, Part 1	{ Potsdam	1.02				4.74	
5116 ¹	30	11 Canton—DeKalb	{ Canton	2.91			Canton, v.	0.81	
5283	30	12 Gouverneur—DeKalb	{ Canton	4.89			Canton, v.	0.56	
5284 ²	30	1-3 Nicholville—Moir	{ Gouverneur	4.63					
5285	30	4-7 Potsdam—Nicholville	{ DeKalb	11.52			Richville, v.	1.06	
5287	30	14 County Line—Gouverneur	{ Canton	1.70					
5288	Pet. V-1071	Ogdensburg City	Lawrence	8.28					
5308	{ 30 8 Pet. V-1072	Potsdam Village	{ Potsdam	2.39					
5331	{ 30 13 Pet. V-1122	Gouverneur Village	{ Parishville	1.40					
5439	32	1 North Lawrence—Lawrenceville	{ Stockholm	4.61					
5467	{ 32 7 Pet. V-1167	Massena Village	{ Hopkinton	6.50					
5497	32	17, 18 Ogdensburg—Waddington, Part 1	{ Rossie	1.49					
			{ Gouverneur	4.50					
							Ogdensburg, c.	4.57	
			Potsdam	0.26			Potsdam, v.	2.25	
			Gouverneur				Gouverneur, v.	1.78	
			Lawrence	3.63					
			Massena				Massena, v.	1.84	
			Lisbon	9.79					

¹ Items for Nos. 5115 and 5116 combined and awarded as one contract.
² Total length 11.66 miles. Part in Franklin county.
* Exclusive of villages.

ST. LAWRENCE COUNTY — Concluded

STATE HIGHWAYS											
High-way No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract	
5509	32	2	Winthrop—North Lawrence	{ Stockholm Brasher Lawrence	0.40	.....	.....	5.81	....	.....
					1.00	.....	.....		
					4.41	.....	.....		
5535	32	15, 16	Ogdensburg—Waddington, Part 2..	Waddington	5.66	Waddington, v.	1.00	6.66	....	.....
5536	32	9-11	Waddington—Massena, Part 2.....	{ Louisville Massena	7.30	.....	.....	8.35	....	.....
					1.05	.....	.....		
5612	32	12-14	Waddington—Massena, Part 1.....	{ Waddington Louisville	3.40	Waddington, v.	1.09	.....	9.12	.....
					4.63	.....	.....		
					<hr/>						
					Towns.....	102.37	94.34	8.03
					Villages.....	10.39	9.30	1.09
					Cities.....	4.57	4.57
					<hr/>						
					Totals.....	102.37	14.96	108.21	9.12
					<hr/> <hr/>						

SARATOGA COUNTY

COUNTY HIGHWAYS						
	Petition No					
12 ¹	.....	Waterford.....	.....	.....	.....	.....
39 ²	77.....	Waterford—Mechanicville, Part 1..	Waterford	1.51	.....	.....
58	68.....	Glens Falls—Saratoga, Part 1.....	Moreau	6.06	.....	.....
59	78.....	Waterford—Mechanicville, Part 2..	Half Moon	5.03	.....	.....
240	242.....	Waterford—Cohoes.....	Waterford	1.00	.....	.....

241 ¹	284.....	Saratoga—Ballston.....	{ Milton.....	.....	Saratoga Sp'gs. 3.67	4.36	.....
242	146.....	Saratoga—Glens Falls, Part 2.....	Wilton.....	1.25	.....	1.25	.....
243	76.....	Mechanicville—Stillwater.....	Stillwater.....	1.84	.....	1.84	.....
244 ⁴	285.....	Saratoga—Schuylerville.....	Saratoga.....	6.01	.....	6.01	.....
340	145.....	Saratoga—Corinth.....	Greenfield.....	7.25	.....	7.25	.....
441	565.....	Saratoga—Glens Falls, Parts 4 and 5.....	{ Wilton.....	6.00	.....	8.32	.....
442	553.....	Saratoga—Gansevoort, Part 1.....	Moreau.....	2.32	.....	6.14	.....
443 ⁴	{ 554.....	Saratoga—Greenfield.....	Wilton.....	6.14	.....	.....	.....
	{ 558.....	Saratoga—Schuylerville, Part 2.....	.....	.....	Saratoga Sp'gs. 1.80	.....	.....
	{ 559.....	Saratoga—Glens Falls, Part 3.....	.....	.....	Saratoga Sp'gs. 3.76	6.28	.....
610	557, 633.....	Mechanicville—Malta.....	Greenfield.....	0.72	.....	.....	.....
			Stillwater.....	3.59	.....	7.42	.....
611	566, 633.....	Malta—Saratoga.....	{ Malta.....	3.68	.....	.....	.....
			Malta.....	4.38	.....	6.64	.....
741	508, 2125.....	Saratoga—Corinth, Part 2.....	.....	.....	Saratoga Sp'gs. 2.26	4.06	.....
815	820, 1160, V-67.....	Corinth—Hadley.....	Corinth.....	4.06	.....	.....	.....
816	825.....	Galway—West Galway.....	Corinth.....	2.41	Corinth, v. 0.79	6.22	.....
817	817.....	Scotch Church—Blue Corners.....	Hadley.....	3.02	.....	.....	.....
818 ⁴	2257.....	Ballston Town Line—Scotch Church	Galway.....	4.03	.....	.....	4.03
			Charlton.....	3.57	.....	3.57	.....
			Charlton.....	0.92	.....	.....	0.92

a number is therefore void.
No. 842.

in No. 25.

oute No. 37-A and built as No. 5542.

STATE HIGHWAYS		Section							
Route No.									
5002*	25	13	Ballston-Ballston Lake, Part 1....	{ Milton.....	0.77	.....	.....	2.93	.....
				{ Ballston.....	0.77	Ballston Spa, v.	1.39	.....	.....
5005	25	14	Ballston-Ballston Lake, Part 2....	Ballston.....	4.52	.....	.....	4.52	.....
5205	43	2	Stillwater-Schuylerville, Part 1....	Stillwater.....	5.33	.....	.....	5.33	.....
5230	43	3	Stillwater-Schuylerville, Part 2....	Saratoga.....	6.41	Victory Mills, v.	1.11	7.52	.....
5277	{ 43 Pet. V-1123 }	4	Schuylerville Village.....	Saratoga.....	.....	Schuylerville, v.	1.03	1.03	.....
5281	39	1	Ballston Lake-High Mills.....	Ballston.....	1.77	.....	.....	1.77	.....
5313	{ 43 Pet. V-1133 }	1	Stillwater Village.....	Stillwater.....	.....	Stillwater, v....	1.30	1.30	.....
5519*	37-B	1, 2	Malta-Ballston Spa.....	{ Malta.....	2.00	.....	.....	.....	.....
				{ Ballston.....	1.73	.....	.....	.....	3.73
5534	37-A	2	Ballston Spa-Scotch Church, Pt. 1	{ Milton.....	1.72	.....	.....	.....	.....
				{ Ballston.....	2.29	Ballston Spa, v.	0.33	4.98	.....
				{ Charlton.....	0.64	.....	.....	.....	.....
5542	37-A	3	Ballston Spa-Scotch Church, Pt. 2	Charlton.....	4.56	.....	.....	4.56	.....
5592	37-A	1	Ballston Spa Village: High Street...	{ Milton.....	.....	Ballston Spa, v.	0.12	.....	0.24
				{ Ballston.....	.....	Ballston Spa, v.	0.12	.....	.....
5598	{ 25 Pet. V-1209 }	2	South Glens Falls Village: Saratoga Avenue and Main Street.....	Moreau.....	.....	So. Glens Falls.	1.10	1.10	.....
					Towns.....	32.56	.....	28.83	3.73
					Villages.....	.....	6.50	5.16	1.10
					Cities.....	.....	.....	.....	.....
					Totals.....	32.56	6.50	33.99	0.24

miles included in State Route No. 37-A of balance not on approved system, the approval of the Commission. This omitted 0.19 mile at grade crossing. This amendment 3, 1916.

SCHEENECTADY COUNTY

COUNTY HIGHWAYS	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1 ¹	6, 55.....	Troy—Schenectady, Part 1.....	{ Niskayuna.....	1.40	.....	.....	2.00	.....	.....
70 ²	58.....	Crane Street.....	.....	.....	.....	.....	.....	.....	.....
73 ³	89.....	Quaker Street, Part 1.....	Duanesburg.....	1.15	.....	.....	1.15	.....	.....
105 ⁴	191.....	Quaker Street, Part 2.....	Duanesburg.....	0.35	.....	.....	0.35	.....	.....
106	219.....	Quaker Street, Part 3.....	Duanesburg.....	0.13	.....	.....	0.13	.....	.....
163 ⁵	187.....	Broadway—Fort Hunter.....	Rotterdam.....	1.71	.....	.....	1.71	.....	.....
179	185.....	Schenectady—Albany.....	{ Rotterdam.....	1.18	.....	.....	2.35	.....	.....
407 ¹	55, 926.....	Troy—Schenectady, Part 2.....	{ Niskayuna.....	1.17	.....	.....	3.03	.....	.....
577 ⁶	{ 186, 681, 930, 993.....	Schenectady—Guilderland.....	Rotterdam.....	7.10	.....	.....	7.10	.....	.....
640	927.....	Rotterdam Junction—Pattersonville.....	{ Rotterdam.....	3.78	.....	.....	3.96	.....	.....
641	57, 927.....	Schenectady—Rotterdam Junction.....	Princeton.....	0.18	.....	.....	4.76	.....	.....
788	360, 928, 998	South Schenectady—Mariaville.....	{ Rotterdam.....	5.09	.....	.....	7.32	.....	.....
789	991.....	Mariaville—Montgomery County L.....	Princeton.....	2.23	.....	.....	.....	.....	.....
793	2460.....	Schenectady—Vischers Ferry.....	Rotterdam.....	5.75	.....	.....	5.75	.....	.....
880 ⁷	929.....	Schenectady—Duanesburg, Part 1.....	Niskayuna.....	2.34	.....	.....	2.34	.....	.....
1028	1203.....	Schenectady—Duanesburg, Part 1.....	Rotterdam.....	2.79	.....	.....	2.79	.....	.....
1029 ⁷	1205, 1604..	Esperance—Esperance Station.....	Duanesburg.....	1.37	.....	.....	1.37	.....	.....
1172	3446, V-229.	Central Bridge—Quaker Street, Pt. 2.....	Duanesburg.....	4.16	.....	.....	4.16	.....	.....
1338	3501.....	Schenectady—Thomas Corners.....	{ Glenville.....	1.49	.....	.....	2.15	.....	.....
1453	3503.....	Scotia—Saratoga County Line, Pt. 1.....	.....	.....	Schenectady, c. 0.66	.....	.....	.....	.....
		Vischers Ferry—Niskayuna.....	Glenville.....	4.02	Scotia, v.....	0.20	4.22	.....	.....
			Niskayuna.....	1.95	.....	.....	.....	1.95	.....

1454	1605.	Duanesburg—Esperance.....	Duanesburg.....	0 33	.....	6 33	.....
1482	3509.....	Pattersonville—Scotch Church.	{ Rotterdam..... Princeton..... Duanesburg.....	{ 0 24 2 57 0 61	{	{	{ 3.42
STATE HIGHWAYS							
			Towns.....	66 88	.....	55.18	8 28
			Villages.....	.....	.....	0.20	.....
			Cities.....	.....	.....	1.26	.....
			Totals.....	66.88	1.46	56.64	8 28
							3.42

5030	6	4, 6	Scotia—Wyatta.....	Glenville.....	2.09	.....	.....
5110	6	5, 7	Wyatta—Hoffman.....	Glenville.....	5.31	.....	.....
5132	{ 6 Pet. V-1009	{ 3 Scotia Village.....	Glenville.....	Scotia, v.....	1.27	.....	.....
5314	39	1	Scotia—High Mills.....	Glenville.....	5.45	.....	.....
5496	{ 39 Pet. V-1197	{ 2 Scotia Village: Ballston Avenue....	Glenville.....	Scotia, v.....	0.90	.....	.....
5545*	7-A	4, 5	Schenectady—Duanesburg, Part 2..	{ Princetown..... Duanesburg.....	{ 1.66	{ 5.62	{
5551	7-A	6	Duanesburg—Quaker Street.....	Duanesburg.....	3.34	.....	.....
TOWNS							
			Towns.....	21.81	.....	12.85	8 96
			Villages.....	.....	.....	2.17	.....
			Cities.....	.....	.....	.....	.....
			Totals.....	21.81	2.17	15 02	8 96

* Included in State Route No. 42.
 † Included in Schenectady city limits after plans were approved. Could not then be built under Sec. 1, Chap. 115, Laws of 1908.
 ‡ Original contract 1.18 miles. 155 feet at the R. R. omitted from construction.

7-A.
 6.

20, 1915. Re-awarded November 1.

20, 1915.

SCHOHARIE COUNTY

COUNTY HIGHWAYS		Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
Highway No.										
1215		3266	Central Bridge—Sloansville	Schoharie	0.73			4.16		
				Esperance	3.43					
1234		{ 3267 V-324	Richmondville—Summit	Richmondville	0.87	Richmondville	1.27	4.99		
				Summit	2.85					
1347		3263	Gilboa—Conesville	Gilboa	1.18				4.43	
				Conesville	3.25					
1467		3527	Cobleskill—Sharon Springs, Part 2.	Richmondville	1.29					5.25
				Seward	3.96					
1472		3266	Sloansville—Charleston, Part 1	Esperance	1.84					1.84
					Towns			7.88	4.43	7.09
					Villages		1.27	1.27		
					Cities					
					Totals		1.27	9.15	4.43	7.09
STATE HIGHWAYS		Route No.	Sec-tion							
5039	1	7	9	West Berne—Gallupville	Wright			3.37		
5086		7	7, 8	Gallupville—Vrooman	Wright			5.02		
					Schoharie					
5195		7	6	Vrooman—Howes Cave	Schoharie			5.05		
5286		7	5	Howes Cave—Cobleskill	Cobleskill		0.89	4.74		
5286-A										
5343		5	1	Grand Gorge—Stamford—Harpers-field	Gilboa			3.01		

5444	38	1	Schoharie—Middleburg.....	Schoharie.....	0.84	Schoharie, v....	1.45	5.59	....
	{ 7	{ 1-3		Middleburg.....	2.63	Middleburg, v.	0.67		
5453	{ Pet. V-1106		Cobleskill—West Richmondville.....	Cobleskill.....	0.08	Cobleskill, v....	0.44	8.93	....
	{ 38	{ 1		Richmondville.....	6.61	Richm'dville, v.	1.80		
5494 ⁴	{ Pet. V-1196		Schoharie Village: Main Street.....	Schoharie.....	....	Schoharie, v....	0.70	0.70	....
5569	38-A	4	Sharon Springs—Sharon.....	Sharon.....	4.68	Sharon Sp'gs, v.	0.11	4.79	....
5577 ⁴	38	4, 5	Middleburg—Breakabeen.....	Middleburg.....	0.76	.....	....	7.96	....
				Fulton.....	7.20	.....	....
5619	7-A	1	Central Bridge—Quaker St., Part 1.	Schoharie.....	2.31	.....	....	2.73	....
				Esperance.....	0.42	.....	....
					Towns.....	45.83	....	35.14	10.69
					Villages.....	....	....	6.06	....
					Cities.....	....	....	....	....
					Totals.....	45.83	....	41.20	10.69

SCHUYLER COUNTY

COUNTY HIGHWAYS

Petition
No.

989	2758, 3081..	Montour Falls—Alpine, Part 2.....	Montour.....	1.66	.....	....	0.68	....
			Catharine.....	3.95	Odeana, v.....	1.07		
1005	2851.....*	Tyrone—Reading.....	Tyrone.....	6.55	.....	....	6.55	....

1' unty
 2' crossing cancelled. Alignment changed and 0.62 mile let as No 5280-A
 3' xnty.
 4'
 5'
 *

5335	{ 12 5, 6 } Watkins Village; Franklin Street... { Dix... 1.08 } Pet. V-1103 { Reading... 0.67 }	Watkins, v.	1.75	....	....
5432 ¹	39-A 1 Horseheads—Cayuta.....	Cayuta..... 1.12	....	1.12	....
5432-A	39-A 2 Cayuta—Newfield.....	Cayuta..... 1.31	....	1.31	....
5474 ²	46 3-4 Townsend—Watkins.....	Dix..... 5.61	Watkins, v.	6.03	....
5474-A	46 8 Perry City—Trumansburg.....	Hector..... 0.80	....	0.80	....
5557					
5575 ³					
	Towns.....	23.00	....	5.80	14.97 2.23
	Villages.....	....	....	6.99	6.57 0.42
	Cities.....	....	....	....	....
	Totals.....	23.00	....	6.99	12.37 15.39 2.23

SENECA COUNTY

COUNTY HIGHWAYS

273	Petition No. 518-K.....	Seneca River, North Side.....	Seneca Falls.....	1.30	....	....
320 ⁴	518 A... ..	Reservation Road—Fayette.....	{ Seneca Falls..... 1.11 } Fayette..... 4.61	....	5.72	....
321 ⁵	518-B.....	Reservation Road—Varick.....	{ Varick..... 4.19 } Fayette..... 0.09	....	4.31	....
			Romulus..... 0.03	....	....	....

¹ Origin
² Part i
³ Origin
⁴ Total
⁵ Total
⁶ Total
⁷ Total
⁸ Included
⁹ Excluded

s. I.
 by
 Res.
 0.41
 0.41
 6.2
 3.35
 No. 36.

as No. 5557.
 county; 1.46 miles cancelled.

7 17 miles in Schuyler county cancelled; 0.27 mile added and contract re-let as No. 5334-A.
 re-let as No. 5432-A, the contract for which was forfeited.
 and re-let as No. 5474-A.

SENECA COUNTY — Concluded

County Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
322	518-C.....	Reservation Road—Romulus.....	Romulus.....	2.45	.....	.....	.....	.....	2.45
323	518-D.....	Reservation Road—Ovid.....	{ Ovid.....	2.88	.....	.....	3.86	.....	.....
			{ Lodi.....	0.98	.....	.....	.....	.....	.....
324	518-E.....	Center Road—Fayette, Part 1.....	Fayette.....	3.19	.....	.....	3.19	.....	.....
325	518-F.....	Center Road—Fayette, Part 2.....	Fayette.....	2.95	.....	.....	.....	2.95	.....
326	518-G.....	Center Road—Varick.....	{ Varick.....	3.94	.....	.....	4.03	.....	.....
			{ Fayette.....	0.09	.....	.....	.....	.....	.....
327 ¹	518-H, 518-J	Center Road—Romulus.....	.....	.....	.....	.....	.....	.....	.....
944	V-72.....	Seneca Falls Village.....	Seneca Falls.....	.....	Seneca Falls, v.	0.72	0.72	.....	.....
1211	3476, V-316.	Waterloo Village.....	{ Fayette.....	.....	Waterloo, v....	0.31	1.49	.....	.....
			{ Waterloo.....	.....	Waterloo, v....	1.18	.....	.....	.....
1399	V-162.....	Waterloo Village: Fayette Street...	Fayette.....	.....	Waterloo, v....	0.24	0.24	.....	.....
1400	{ 654, 655, 3101.....	Waterloo—Burns Corner.....	{ Waterloo.....	4.11	Waterloo.....	0.02	.....	4.89	.....
			{ Junius.....	0.76	.....	.....	.....	.....	.....
1401	795-F.....	Willard—Ovid.....	Romulus.....	1.12	.....	.....	.....	2.13	.....
			Ovin.....	0.78	Ovid.....	0.23	.....	.....	.....
1416	796-A.....	Seneca Falls—Clyde, Part 1.....	Seneca Falls.....	1.97	.....	.....	.....	2.63	.....
			Tyre.....	0.66	.....	.....	.....	.....	.....
				Towns.....	.....	.....	22.41	12.35	2.45
				Villages.....	.....	2.70	2.45	0.25	.....
				Cities.....	.....	.....	.....	.....	.....
				Totals.....	.....	2.70	24.86	12.60	2.45

STATE HIGHWAYS

	Route No.	Sec- tion						
5042 ¹	6	1	Auburn—Seneca Falls.....	{ Seneca Falls.....	1.10	.....	.....	3.00
				{ Tyre.....	1.90	.....	.....	.....
5087	6	5, 6	Geneva—Waterloo.....	{ Waterloo.....	1.40	.....	.....	5.91
				{ Fayette.....	4.28	Waterloo, v....	0.23	.....
5100	{ 6 36 Pet. V-1041 }	2 10	Seneca Falls Village.....	Seneca Falls.....	1.12	Seneca Falls, v.	2.29	3.41
5282	{ 36 Pet. V-1115 }	5, 6	Ovid—Romulus.....	{ Ovid.....	.....	Ovid, v.....	0.80	.....
				{ Romulus.....	5.66	.....	.....	6.88
				{ Varick.....	0.42	.....	.....	.....
5446	{ 36 Pet. V-1096 }	1, 2	Interlaken—Trumansburg.....	Covert.....	5.80	Interlaken, v...	0.70	6.50
5589	{ 45 Pet. V-1163 }	3-4	Lodi—Interlaken.....	{ Lodi.....	2.98	.....	.....	.....
				{ Covert.....	1.63	Interlaken, v...	0.40	5.01
				Towns.....	26.29	.....	.....	21.68
				Villages.....	.....	.....	4.42	4.61
				Cities.....	.....	.....	.....	4.02
				Totals.....	26.29	.....	4.42	.....
								25.70
								5.01

¹ Included in State Route No. 36 and built as No. 5282.
² Part in Cayuga county. Total length 3.33 miles. Original contract cancelled.
* Exclusive of villages.

STEUBEN COUNTY

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
742 ¹	607	Big Flats—Gibson	Corning	4.33			4.33		
754 ²	606	Bath—Savona	Bath	1.46			1.46		
850	931	Caton—Corning	{ Corning Caton	{ 3.17 2.97			6.14		
903	2857, 2924	Thurston—Campbell, Part 2	Campbell	2.07			2.07		
904	2877, 2926	Atlanta—North Cohocton	Cohocton	1.64			1.64		
905	2847	Troupsburg Center—So. Troupsburg	Troupsburg	3.90			3.90		
906	2876, 2880	Big Creek, Parts 1 and 2	{ Hornellsville Freemont	{ 1.22 4.76			5.98		
907	2878, 2923	Big Creek, Part 4	Avoca	4.13			4.13		
1000 } 1000-A }	2879	Big Creek, Part 3	Howard	6.95			6.95		
1101	3102, 2936	Risingville—Campbell, Part 1	Thurston	5.21				5.21	
1102	{ 2937, 2938 3237, 3238 }	Savona—Bradford	{ Bath Bradford	{ 4.03 4.47	Savona, v.	0.59	9.09		
1103	2933, 2934	Hartsville—Canistota	{ Hartsville Canistota	{ 4.93 0.65					5.58
1104	{ V-226, 953, 3108 }	Cohocton—Wayland, Part 1	Cohocton	1.92	Cohocton, v.	1.52	4.09		
1200	953	Cohocton—Wayland, Part 2	Wayland	0.65			3.38		
1292	953	Wayland—Dansville, Part 1	Wayland	3.42			3.42		
1474	951, (32)	Kanona—Prattsburg, Part 2	{ Wheeler Prattsburg	{ 2.92 2.07				4.99	

1475	3105, 3106..	Corning—Hornby.....	{	Corning.....	1.62	.....	.....	6.00	.....
1476	3306.....	Seely Creek—Caton, Part 2.....	{	Hornby.....	4.38	.....	.....	4.00	.....
1477	{	953, V-373, } 3659.....	{	Caton.....	4.00	.....	.....	2.83	.....
		Wayland.....		Wayland.....	1.10	1.73	.....	.....	.....
		Towns.....		.....	81.35	.....	54.47	21.30	5.58
		Villages.....		.....	.....	3.84	2.11	1.73	.....
		Cities.....		.....	.....	.....	.....	.....	.....
		Totals.....		.....	81.35	3.84	56.58	23.03	5.58

STATE HIGHWAYS

5026 ¹	4	3, 4	Corning—Painted Post.....	{	Corning.....	0.51	.....	.....	.....
5094	4	5	Painted Post—Addison, Part 2.....	{	Erwin.....	2.48	Painted Post, v.	0.50	.....
5130 ²	15	2	Hornell—Big Creek.....	{	Erwin.....	2.50	.....	.....	.....
5204	14	11, 12	Bath—Avoca.....	{	.....	.....	Hornell, c.....	0.05	.....
5211	14	1-3	Painted Post—Campbell.....	{	Hornellville.....	1.01	.....	.....	.....
5212	4	14	Hornell—Canisteo.....	{	Bath.....	3.48	.....	.....	.....
				{	Avoca.....	2.89	.....	.....	.....
				{	Erwin.....	3.06	Painted Post, v.	0.45	.....
				{	Campbell.....	4.51	.....	.....	.....
				{	Hornellville.....	2.87	.....	.....	.....
				{	Canisteo.....	0.82	Canisteo, v.....	0.25	.....

¹ Included in State Route No. 4.
² Included in State Route No. 14.
³ Original contract cancelled. Re-let as No. 1000-A.
⁴ Original contract for 3.56 miles included bridges, etc., which were not paved.
⁵ Original contract 1.16 miles. 0.10 mile in Hornell omitted from construction and built as No. 5353.
* Exclusive of villages.

5353	$\left\{ \begin{array}{l} 15 \\ 4 \end{array} \right\}$	$\left\{ \begin{array}{l} 1 \\ 15 \end{array} \right\}$	Hornell City: Canistota Street.....	.....	Hornell, c.....	0.23	0.23	.....
5401	$\left\{ \begin{array}{l} 4 \\ 4 \end{array} \right\}$	$\left\{ \begin{array}{l} 2 \\ 2 \end{array} \right\}$	Corning City: East Market and West Pultney Streets.....	.....	Corning, c.....	0.85	0.85	.....
5495	13	3	Bath—Hammondsport, Part 2.....	Urbana.....	2.70	Hammondsport	0.78	3.48
5517	13	1, 2	Bath—Hammondsport, Part 1.....	$\left\{ \begin{array}{l} \text{Bath}..... \\ \text{Urbana}..... \end{array} \right\}$	$\left\{ \begin{array}{l} 1.43 \\ 1.98 \end{array} \right\}$	$\left\{ \begin{array}{l} \text{Bath, v}..... \\ \text{Hammondsport}..... \end{array} \right\}$	$\left\{ \begin{array}{l} 0.86 \\ 0.86 \end{array} \right\}$	$\left\{ \begin{array}{l} 4.27 \\ 4.27 \end{array} \right\}$
5532 ¹	15	3-A	Arkport—Van Scoters Corners.....	$\left\{ \begin{array}{l} \text{Hornellsville}..... \\ \text{Dansville}..... \end{array} \right\}$	$\left\{ \begin{array}{l} 0.54 \\ 1.40 \end{array} \right\}$	$\left\{ \begin{array}{l} \text{Arkport, v.}..... \\ \text{Hammondsport}..... \end{array} \right\}$	$\left\{ \begin{array}{l} 0.73 \\ 0.73 \end{array} \right\}$	$\left\{ \begin{array}{l} 2.67 \\ 2.67 \end{array} \right\}$
5537	$\left\{ \begin{array}{l} 4-B \\ \text{Pet. V-1146} \end{array} \right\}$	$\left\{ \begin{array}{l} 1 \\ 1 \end{array} \right\}$	Canistota—Whitesville, Part 1.....	Canistota.....	0.94	Canistota, v.....	0.78	1.72
5564	14	14, 16	Avoca—Wallace—Cohocton.....	$\left\{ \begin{array}{l} \text{Avoca}..... \\ \text{Cohocton}..... \end{array} \right\}$	$\left\{ \begin{array}{l} 4.13 \\ 1.77 \end{array} \right\}$	$\left\{ \begin{array}{l} \text{Cohocton, v}..... \\ \text{Cohocton}..... \end{array} \right\}$	$\left\{ \begin{array}{l} 1.41 \\ 1.41 \end{array} \right\}$	$\left\{ \begin{array}{l} 7.31 \\ 7.31 \end{array} \right\}$
5611	14	17, 18	Cohocton—Naples, Part 1.....	Cohocton.....	5.76	Cohocton.....	.....	5.76
			Towns.....	101.37	.....	.....	.....	93.67
			Villages.....	.....	.....	.....	15.30	14.57
			Cities.....	.....	.....	.....	1.00	1.00
			Totals.....	101.37	.....	.....	16.99	109.93
								8.43

lled and re-let as No. 5353-D; 5.71 miles re-let as No. 5253-B, of which 5.50

st as No. 5348-A and 6.83 miles as No. 5348-B,
in cancelled, combined with the 0.27 mile, and let as No. 5349-A.
ville, 0.47 mile in Hornellsville and 0.18 mile in Arkport village were re-let as

¹ Original
miles were ca

² Contra

³ Original

⁴ Original

⁵ Original

⁶ Original

No. 5352-A &

⁷ Total le

* Exclusive of villages.

SUFFOLK COUNTY

COUNTY HIGHWAYS.

High-way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
289 ¹	277	Crescent Avenue							
693 ²	2141	Amityville—Babylon	Babylon	3.82			3.82		
694 ³	2153	Quogue—Riverhead	Southampton	7.69			7.69		
743 ²	2161	Babylon—Bay Shore	Islip	4.08			4.08		
794	2149, 2665	Huntington—Amityville	Huntington	10.14			10.14		
846	2154	Sag Harbor—Easthampton	Easthampton	5.30			5.30		
910	2160	Shelter Island, Part 1	Shelter Island	3.81			3.81		
911	2885	Sag Harbor—North Haven	Southampton	3.01			3.01		
912 ⁴	2859	Port Jefferson—Coram	Brookhaven	6.69			6.69		
1018	2860	Coram—Patchogue	Brookhaven	6.79			6.79		
1048 ⁵	2845	Smithtown—Fort Salonga, Part 1	Smithtown	3.87			3.87		
1206	V-267, 3475	Sag Harbor Village	Easthampton		Sag Harbor, v.	1.24	1.56		
1208	3010, 3011	East Islip—Smithtown Branch	Southampton		Sag Harbor, v.	0.32			
1218	{ 2142 3510	{ Huntington Town Line—Farmingdale, Part 1	Islip	7.24				9.57	
1219	2142	Huntington—Amityville, Part 2	Smithtown	2.33					
1274	2152, 3352	Quogue—Southampton	Babylon	1.27			1.27		
1291	2845	Smithtown—Fort Salonga, Part 2	Babylon	4.69			4.69		
1495	3352	Bridgehampton—Devon	Southampton	10.50				10.50	
			Smithtown	3.25				3.25	
			{ Southampton Easthampton	{ 2.91 8.67					11.58

Towns.....	96.06	.....	.....	61.16	23.32	11.58
Villages.....	.....	.....	1.56	1.56	.....	.....
Cities.....	.....	.....	.....	.....	.....	.....
Totals.....	96.06	.....	1.56	62.72	23.32	11.58

STATE HIGHWAYS

Route No.	Section					
5008	35	1	Jericho Turnpike.....	Huntington.....	3.56	.....
5111 ⁶	35	2	Jericho Turnpike, Part 2.....	Huntington.....	5.02	.....
5112 ⁶	35	3	Jericho Turnpike, Part 3.....	Huntington.....	0.39	.....
5232 } 5232-A }	35	4, 5	Smithtown—Port Jefferson.....	Smithtown.....	4.60	.....
				Smithtown.....	5.60	.....
				Brookhaven.....	5.99	.....
5299	{ 35 Pet. V-1059 }	22	Babylon Village.....	Babylon.....	1.32	.....
5300	{ 35 Pet. V-1049 }	24	Amityville Village.....	Babylon.....	.....	.....
5301 ⁸	35	19, 20	Bay Shore—Brookhaven Town Line	Islip.....	12.86	.....
5488	35	16, 18	Patchogue—Moriches.....	Brookhaven.....	11.71	.....
				Towns.....	49.73	.....
				Villages.....	.....	.....
				Cities.....	.....	.....
				Totals.....	49.73	.....

¹ United States government appropriated adjacent property thus voiding this number.

² Included in State Route No. 35.

³ 3.04 miles included in State Route No. 35.

⁴ 1.40 miles included in State Route No. 35.

⁵ Accepted in 1913. Acceptance rescinded in 1915. Awaiting court decision.

⁶ Items for Nos. 5111 and 5112 combined and let as one contract.

⁷ Original contract cancelled. Let as No. 5232-A.

¹ United States government appropriated adjacent property thus voiding this number.

² Included in State Route No. 35.

³ 3.04 miles included in State Route No. 35.

⁴ 1.40 miles included in State Route No. 35.

⁵ Accepted in 1913. Acceptance rescinded in 1915. Awaiting court decision.

⁶ Items for Nos. 5111 and 5112 combined and let as one contract.

⁷ Original contract cancelled. Re-let as No. 5232-A.

⁸ Original contract for 12.92 miles cancelled. Plans were changed to 12.86 miles and re-let.

⁹ Exclusive of villages.

SULLIVAN COUNTY

COUNTY HIGHWAYS

COUNTY HIGHWAYS									
Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	*Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
699	1230.....	Liberty—Jeffersonville, Part 1.....	Liberty.....	6.57	.....	....	6.57	....	.....
700	1211.....	Liberty—Jeffersonville, Part 2.....	Callicoon.....	5.15	.....	....	5.15	....	.....
795	1216, 2500..	Jeffersonville—Kenoza Lake—Fosterdale.....	Delaware.....	5.26	.....	....	6.20	....	.....
			Cochection.....	0.94	.....	....	
823	1216, 2528..	Falls Mills—Callicoon.....	Delaware.....	4.82	.....	....	4.82	....	.....
824	1216.....	Stone Bridge—Falls Mills.....	Delaware.....	3.34	.....	....	3.34	....	.....
890	1241.....	Monticello—Mongaup Valley.....	Thompson.....	4.35	.....	....	4.35	....	.....
986 ¹	2516.....	Fosterdale—Mongaup Valley.....	Cochection.....	2.53	.....	....	.....	10.97	.....
			Bethel.....	8.44	.....	....	
1463	1221.....	Liberty—Woodbourne, Part 2.....	Fallsburg.....	5.63	.....	....	.....	5.63	.....
1478	2527.....	Forestburg—Orange County Line...	Forestburg.....	4.01	.....	....	.....	4.01	.....
1483	3730.....	Mongaup—Pond Eddy.....	Lumberland.....	5.69	.....	....	.....	....	5.69
Totals.....				56.73			30.43	20.61	5.69
Villages.....				....			.....	....	.....
Cities.....				....			.....	....	.....
Totals.....				56.73			30.43	20.61	5.69

STATE HIGHWAYS

Route No.	Section				
5035	4	8	Monticello—Liberty, Part 1.....	Thompson.....	2.48
5223:	4	12	Liberty—County Line, Part 1.....	{ Liberty.....	5.52
				{ Rockland.....	3.02
5234 } 5234-A }	4	13, 14	Liberty—County Line, Part 2.....	Rockland.....	8.51
					2.48
					8.54
					8.51

5296	<div><div><div>4</div><div>11</div></div><div>Pet. V-1127</div></div>	Liberty Village.....	Liberty.....	.....	Liberty, v.....	1.37	1.37	.....
5322	4	9, 10	Monticello—Liberty, Part 2.....	<div><div>Thompson.....</div><div>Liberty.....</div></div>	<div><div>4.16</div><div>4.29</div></div>	<div><div>.....</div><div>.....</div></div>	<div><div>8.45</div><div>.....</div></div>	<div><div>.....</div><div>.....</div></div>
5457	4	4, 6	Bloomington—Monticello, Part 2..	<div><div>Mamakating.....</div><div>Thompson.....</div></div>	<div><div>0.47</div><div>6.01</div></div>	<div><div>.....</div><div>.....</div></div>	<div><div>6.48</div><div>.....</div></div>	<div><div>.....</div><div>.....</div></div>
5457-A ¹	4	5	Bloomington—Monticello, Part 2..	Thompson.....	0.72	.....	0.72	.....
5490	<div><div>4</div><div>7</div></div>	<div><div>Pet. V-1194</div><div>Jefferson Street.....</div></div>	Thompson.....	.....	Monticello, v...	1.56	1.56	.....
5510	4	1, 3	Bloomington—Monticello, Part 1..	Mamakating.....	6.93	Wurtsboro, v...	1.25	8.18
5510-A ²	4	2	Bloomington—Monticello, Part 1..	Mamakating.....	0.43	.....	.....	0.43
				Towns.....	42.54	.....	26.67	15.87
				Villages.....	.....	4.18	2.93	1.25
				Cities.....	.....	.....	.....	.....
				Totals.....	42.54	4.18	29.60	17.12

TIOGA COUNTY

COUNTY HIGHWAYS		Petition No.	
845	2638.....	Spencer—Candor, Part 1.....	Spencer.....
927	<div><div>2637, 2848,</div><div>2888.....</div></div>	<div><div>Owego—Newark Valley.....</div><div>Newark Valley.....</div></div>	<div><div>4.01</div><div>5.16</div><div>2.23</div></div>

¹ Original contract forfeited January 23, 1915. Re-awarded February 23, 1915 and forfeited May 31, 1916. Re-awarded August 23, 1916.

² Original contract declared forfeited by Commission. Courts ordered acceptance.

³ Original contract forfeited July 10, 1914. Re-let March 20, 1915. Cancelled April 6, 1916 and being completed as No. 5234-A.

⁴ Portion omitted from original plans for No. 5457.

⁵ Portion omitted from original plans for No. 5510.

^{*} Exclusive of villages.

TIOGA COUNTY — Concluded

COUNTY HIGHWAYS							
High-way No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed
1076	3016, 2636..	Newark Valley—Berkshire, Part 2..	Berkshire.....	4.29	.....	....	4.29
1077	2925.....	Newark Valley—Berkshire, Part 1..	Newark Valley.....	3.20	Newark Val., v.	1.52	4.72
1078	2969, 3722..	Waverly—Lockwood.....	Barton.....	5.74	Waverly, v....	0.26	6.00
1079	2922.....	Spencer—Candor, Part 2.....	Candor.....	3.97	Candor, v.....	0.10	4.07
1452	3026, 3584..	Richford—Harford Mills.....	Richford.....	5.50	.....	....	5.50
				Towns.....	.....	....	14.60
				Villages.....	.....	1.88	1.52
				Cities.....	.....	....	....
				Totals.....	.....	1.88	16.12
							19.86
						
						

STATE HIGHWAYS							
High-way No.	Route No.	Section	Name of highway	Town	City or village	Miles in city or village	Miles completed
5049	4	10	Waverly—Owego, Part 1.....	Barton.....	Waverly, v....	0.28	2.58
5168	4	9	Waverly—Owego, Part 2.....	{ Barton.....	.....	....	5.34
5215 ¹	4	1	Owego—Binghamton.....	{ Tioga.....	.....	....	....
5257	{ 4	{ 8	Waverly—Owego, Part 3.....	Owego.....	Owego, v.....	0.72	9.95
5289 ²	{ Pet. V-1081	{ 8	Waverly—Owego, Part 3.....	{ Tioga.....	.....	....	9.71
5333	4	12	Lowman—Waverly, Part 3.....	Owego.....	Owego, v.....	0.79	0.97
5420	{ 4	{ 11	Waverly Village.....	Barton.....	Waverly, v....	1.28	1.28
	{ Pet. V-1114	{ 11	Waverly Village.....	Barton.....	Waverly, v....	1.28	1.28
	36	1-3	Owego—Candor, Part 1.....	Owego.....	Owego, v.....	1.11	1.63
	{ Pet. V-1187	{ 1-3	Owego—Candor, Part 1.....	Owego.....	Owego, v.....	1.11	1.63

5429	4	9	Swartwood Crossing.....	Barton.....	0.44	.....	.....	0.44	.....
5471	36	4-6	Owego—Candor, Part 2.....	{ Tioga..... Candor.....	2.55 5.34	..... 1.19	.....	9.08	.....
				Towns.....	35.53	.....	.....	35.53	.....
				Villages.....	.....	5.45	.....	5.45	.....
				Cities.....	.....	.....	.....	.....	.....
				Totals.....	35.53	5.45	.....	40.98	.....

TOMPKINS COUNTY

COUNTY HIGHWAYS		Petition No.							
72	141.....		Catskill Turnpike, Part 1.....	Ithaca.....	1.87	.....	.....	1.87	.....
336 ³	575.....		Cayuga Heights.....	{ Lansing..... Ithaca.....	1.60 1.57	.....	.....	3.17	.....
338	271.....		Catskill Turnpike, Part 2.....	Dryden.....	1.38	.....	.....	1.38	.....
454 ⁴	891, 989....		Ithaca.....	Ithaca.....	3.66	.....	.....	3.66	.....
455	1000, 1495..		Wyckoff.....	Ithaca.....	0.34	.....	.....	0.34	.....
483	1030.....		Catskill Turnpike, Part 3.....	{ Dryden..... Caroline.....	0.73 3.71	.....	.....	4.44	.....
606	2127, 2129..		Cayuga Heights—Hanshaw's Cor's.	Ithaca.....	2.12	.....	.....	2.12	.....

¹ Part in Broome county. Total length 10.72 miles.
² Part in Chemung county. Total length 3.65 miles.
³ Included in State Route No. 11.
⁴ 3.06 miles included in State Route No. 9.
* Exclusive of villages.

TOMPKINS COUNTY — Continued

COUNTY HIGHWAYS

High-way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction.	Miles ap-proved and awaiting contract
616 ¹	1422, 1496..	Trumansburg—Ithaca.....	{ Ulysses.....	6.03	.....	.....	8.06	....	.....
			{ Ithaca.....	2.63	.....	.....	
681 ²	1489.....	Ithaca—Dryden, Part 1.....	{ Ithaca.....	1.60	.....	.....	4.72	....	.....
			{ Dryden.....	3.12	.....	.....	
682	1489.....	Ithaca—Dryden, Part 2.....	Dryden.....	3.95	.....	.....	3.95	....	.....
683	1489.....	Dryden—Cortland, Part 1.....	Dryden.....	3.57	.....	.....	3.57	....	.....
926	1491.....	Freeville—Groton.....	{ Dryden.....	2.13	.....	.....	4.49	....	.....
			{ Groton.....	2.36	.....	.....	
1001	1498, 1690..	Enfield Center—Ithaca.....	{ Enfield.....	4.17	.....	.....	6.45	....	.....
			{ Ithaca.....	2.28	.....	.....	
1002 ³	{ 3017.....	Groton Village.....	Groton.....	.....	Groton, v.....	0.38			
	{ 3018.....	Freeville Village.....	Dryden.....	0.23	Freeville, v.....	0.61	2.54	....	.....
	{ 3019.....	Dryden Village.....	Dryden.....	.....	Dryden, v.....	1.32			
1003	1499.....	Mitchell Street—East Town Line..	Ithaca.....	1.17	.....	.....	1.17	....	.....
1003-A ⁴	1499.....	Mitchell Street—East Town Line..	Ithaca.....	0.20	.....	.....	0.20	....	.....
1004	{ 1202, 1680..	Cooks Corners—Brookton.....	{ Dryden.....	0.40	.....	.....	4.58	....	.....
	{ 1201.....	Slaterville Springs—Caroline.....	{ Caroline.....	2.00	.....	.....	
			{ Caroline.....	2.18	.....	.....	
1188	1431, V-299.	Groton—Cayuga County Line.....	Groton.....	1.92	Groton, v.....	0.85	2.77	....	.....
1189	1691, 2533..	Enfield Falls—Enfield Center.....	{ Ithaca.....	1.40	.....	.....	.....	6.34	.....
			{ Enfield.....	4.94	.....	.....	
1330	1087.....	Ithaca—Eaty Glen.....	{ Ithaca.....	1.00	.....	.....	.....	2.48	.....
			{ Lansing.....	1.48	.....	.....	

1431	{ 1984, 1678, 1201.....	{ Brookton—Speedsville, Part 1, & Slatersville Springs — Caroline, Part 2.....	Caroline.....	3.38	.....	3.38	.....
1432	1487.....	West Danby—West Danby Station.	Danby.....	0.43	.....	0.43	.....
1433	{ V-353, 3718, 2515.....	{ Cortland—Groton, Parts 3 & 4....	Groton.....	5.40	.....	5.86	.....
1434	V-347, 3719	Ithaca City: Mitchell Street.....	Ithaca, c.....	0.61	.....	0.61	.....
		Towns.....	.....	74.95	.....	56.92	18.03
		Villages.....	.....	.....	.....	3.16	0.46
		Cities.....	.....	.....	.....	0.61	0.61
		Totals.....	.....	74.95	4.23	60.08	19.10

STATE HIGHWAYS

	Route No.	Sec- tion					
5043	36	4	Ithaca—Danby, Part 1.....	Ithaca.....	2.59	.....	.....
5122	36	3	Ithaca—Danby, Part 2.....	Danby.....	3.24	.....	.....
5190	36	7	Ithaca—Trumansburg.....	Ithaca, c.....	1.06	.....	.....
5206	{ 36 Pet. V-1060	9	Trumansburg Village.....	Ulysses.....	0.14	Trumansburg, v	1.54
5213	36	1, 2	Ithaca—Danby, Part 3.....	Danby.....	4.34	.....	.....
5214	{ 39-A 9	3 3	Ithaca—Newfield.....	{ Ithaca..... Newfield.....	{ 2.62	{ Newfield, v....	{ 1.53
5225	9	9	Varna Crossing.....	Dryden.....	0.53	.....	.....
5256	11	4	Esty Glen—South Lansing.....	Lansing.....	3.10	.....	.....
5294	9	10, 11	Etna—Freeville—Dryden.....	Dryden.....	5.31	Freeville, v....	1.38

¹ Included in State Route No. 36.
² Included in State Route No. 9. Original contract 3.63 miles in Dryden. 0.51 mile omitted from construction and included in No. 5225.
³ 0.53 mile included in State Route No. 9.
⁴ Portion at grade crossing omitted from contract for No. 1003
* Exclusive of villages.

TOMPKINS COUNTY — Concluded

STATE HIGHWAYS.

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struc-tion	Miles ap-proved and awaiting contract
5379	9	2	Ithaca—West Danby, Part 1.....	{ Ithaca.....	0.18	.....	.....	3.22	....	.....
5474 ¹				{ Newfield.....	3.04	.....	.....	
5174-A	39-A	1, 2	Cayuta—Newfield.....	Newfield.....	6.29	.....	.....	6.29	....	.....
5567	9	{ 1-1 } { 2-A }	Ithaca—West Danby, Part 2.....	{ Newfield.....	1.09	.....	.....	3.04	....	.....
				{ Danby.....	1.95	.....	.....	
5575 ²	46	1	Perry City—Trumansburg.....	Ulysses.....	2.71	Trumansburg, v.	0.61	.....	3.32	.....
5627	11	5	South Lansing—Myers.....	Lansing.....	2.46	.....	.....	.....	....	2.46
					Towns.....	40.53	.....	35.36	2.71	2.46
					Villages.....	.....	4.92	4.31	0.61	.....
					Cities.....	.....	1.06	1.06	....	.....
					Towns.....	40.53	.....	40.73	3.32	2.46

ULSTER COUNTY

COUNTY HIGHWAYS

	Petition No.									
16 ³	65-A.....	Ulster—Delaware, Part 1.....	Shandaken.....	5.66	.....	.....	.....	5.66	....	.....
31 ⁴	65.....	Ulster—Delaware, Part 3.....	Shandaken.....	5.72	.....	.....	.....	5.72	....	.....
37 ⁵	116-A.....	Saugerties—Woodstock, Part 1.....	Woodstock.....	4.00	.....	.....	.....	4.00	....	.....
38	116-A.....	Saugerties—Woodstock, Part 2.....	Saugerties.....	4.90	.....	.....	.....	4.90	....	.....
116	118.....	Kingston—Rifton.....	{ Ulster.....	0.84	.....	.....	.....	4.98	....	.....
			{ Esopus.....	4.14	.....	.....	.....

117 ⁴	65.....	Ulster, Delaware, Part 2.....	Shandaken.....	5.09	.....	5.09	.....
118 ⁶	131.....	Shandaken—Hurley, Part 1.....	Olive.....	4.00	.....	4.00	.....
141	130, 474....	Kingston—Ellenville, Part 3.....	Wawarsing.....	6.82	.....	6.82	.....
142	287.....	Saugerties—Woodstock, Part 3.....	Saugerties.....	2.85	.....	2.85	.....
228 ⁷	113.....	Saugerties—Kingston.....	{ Saugerties.....	3.58	.....	5.66	.....
			{ Ulster.....	2.08	.....		.....
229	115.....	Kingston—High Falls.....	{ Ulster.....	1.79	.....	6.91	.....
			{ Rosendale.....	5.12	.....		.....
230	132.....	Kingston—Ellenville, Part 1.....	Marbletown.....	8.27	.....	8.27	.....
231 ⁷	338.....	Post, Part 1.....	Lloyd.....	7.08	.....	7.08	.....
305	143.....	Kingston—Ellenville, Part 2.....	Rochester.....	7.25	.....	7.25	.....
306	144, 321....	Kingston—Ulster Landing.....	Ulster.....	5.56	.....	5.56	.....
307	253, 413....	Plattekill—Modena.....	Plattekill.....	7.16	.....	7.16	.....
308	322, 479....	New Paltz—Rifton.....	{ New Paltz.....	3.28	.....	4.16	.....
			{ Esopus.....	0.88	.....		.....
309 ⁸	286.....	Post, Part 2.....	.....	.....	.....	.....	.....
310 ⁹	417.....	Old Post Road.....	Esopus.....	4.25	.....	4.25	.....
311 ¹⁰	417.....	Post, Part 4.....	Esopus.....	.....	.....	.....	.....
349 ¹¹	416.....	Saugerties—Catskill.....	.....	.....	.....	.....	.....
350	423, 424, 473, 482.....	Highland—Gardner, Part 1.....	{ Plattekill.....	2.30	.....	7.30	.....
			{ Lloyd.....	4.20	.....		.....
			{ Marlboro.....	0.80	.....		.....

¹ Part in Schuylar county. Cancelled and re-let as No. 5474-A.

² Total length 4.12 miles. Part in Schuylar county.

³ 5.45 miles included in State Route No. 5.

⁴ Included in State Route No. 5.

⁵ 2.39 miles included in State Route No. 5.

⁶ Approximately 1.00 mile flooded by Ashokan Reservoir.

⁷ Included in State Route No. 3.

⁸ Included in State Route No. 3 and built as Nos. 5001, 5114 and 5176.

⁹ 3.84 miles included in State Route No. 3.

¹⁰ Included in State Route No. 3. To be built as No. 5508.

¹¹ Included in State Route No. 3. Built as No. 5169.

* Exclusive of villages.

ULSTER COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
351	433, 480....	Highland—Gardner, Part 2.....	{ Plattekill.....	3.24	.....	.....	7.80	....	.....
352	476.....	Kingston—Ellenville, Part 4.....	{ Gardner.....	4.56	.....	.....	.....	....	.....
353 ¹	481.....	Woodstock—West Hurley.....	{ Hurley.....	1.91	.....	.....	1.91	....	.....
354 ²	740.....	Highland Landing—Highland.....	{ Woodstock.....	....	.....	.....	.....	....	.....
419	420.....	Rosendale—Perrines Bridge.....	{ Hurley.....	....	.....	.....	.....	....	.....
422 ³	723.....	{ Bearsville—Beechford—Mt. Pleasant.....	{ Lloyd.....	1.12	.....	.....	1.12	....	.....
572	{ 809, 810, 3297, V-264. }	New Paltz—Plattekill.....	{ Rosendale.....	1.95	.....	.....	1.95	....	.....
602	264.....	Bearsville—Willow.....	{ Woodstock.....	6.23	.....	.....	.....	....	6.83
603	475, 3555...	Napanoch—Montela.....	{ Shandaken.....	0.60	.....	.....	.....	....	.....
921	V-11.....	Rifton Village.....	{ New Paltz.....	2.78	New Paltz, v... 2.06	2.06	5.92	....	.....
1186	131-A, 3459.	Cold Brook—Beechford and Ashokan Reservoir.....	{ Gardner.....	1.08	.....	.....	.....	....	.....
1373	3204, V-367	Hurley—Kingston.....	{ Woodstock.....	5.57	.....	.....	.....	....	5.57
1417	3554.....	Wallkill—Newburgh, Part 1.....	{ Wawarsing.....	10.24	.....	.....	.....	....	.....
1418	1677.....	Milton Landing—Milton.....	{ Esopus.....	....	Rifton, v..... 2.13	2.13	2.13	....	.....
1419	{ V-282, 3205, 3721 }	Rosendale Village.....	{ Olive.....	1.13	.....	.....	1.13	....	.....
			{ Kingston, c.... 1.00 }	....	Kingston, c.... 1.00	1.00	.....	....	.....
			{ Ulster.....	0.53	.....	.....	.....	....	.....
			{ Hurley.....	1.20	.....	.....	.....	....	.....
			{ Shawangunk.....	3.12	.....	.....	.....	....	.....
			{ Marlboro.....	0.55	.....	.....	.....	....	.....
			{ Rosendale.....	....	Rosendale, v... 3.17	3.17	.....	....	.....

1464	2111, 3552..	High Falls—Stone Ridge.....	Marbletown.....	1.80	.....	.....	.....	1.80
1465	3151.....	Ulster Landing—Glasco.....	Saugerties.....	2.79	.....	.....	2.79	.....
			Towns.....	158.02	.....	125.39	18.43	14.20
			Villages.....	.....	7.36	4.19	3.17	.....
			Cities.....	.....	1.00	.....	1.00	.....
			Totals.....	158.02	8.36	129.58	22.60	14.20

STATE HIGHWAYS

	Route No.	Section						
5000	3	10	Saugerties—Kingston, Part 2.....	Ulster.....	3.23	.....	3.23	.....
5001	3	3	Lloyd Town Line—Milton.....	Marlboro.....	1.57	.....	1.57	.....
5114	{ 3	2	Milton—Marlboro.....	Marlboro, v.....	3.30	0.52	3.82	.....
	Pet. V-1020							
5169 ⁴	3	14, 15	Saugerties—Catskill, Part 1.....	Saugerties.....	3.57	.....	3.57	.....
5173	5	1	Kingston—West Hurley.....	{ Ulster.....	3.65	.....	4.82	.....
				{ Kingston.....	0.69	.....	.....	.....
				{ Hurley.....	0.48	.....	.....	.....
5176 ⁵	3	1	Marlboro—County Line.....	Marlboro.....	1.06	0.02	1.08	.....
5177 ⁶	5	12	Pine Hill—Griffin Corners.....	Shandaken.....	0.76	1.54	2.30	.....
5192	3	9	Eddyville Bridge.....	{ Ulster.....	0.09	.....	0.24	.....
				{ Esopus.....	0.15	.....	.....	.....

¹ Included in State Route No. 5. Original plans 4.41 miles. Part flooded by the Ashokan reservoir. Balance of highway constructed as No. 5570.
² Original contract 1.17 miles.
³ Included in State Route No. 5. Original plans 8.85 miles, of which 2.02 miles were built as No. 16.
⁴ Original contract forfeited. Work completed by Division Engineer.
⁵ Part in Orange county. Total length 3.64 miles.
⁶ Part in Delaware county. Total length 2.18 miles.
* Exclusive of villages.

ULSTER COUNTY — Concluded

STATE HIGHWAYS

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5508	3	5, 6	Old Post, Part 4	Esopus	6.50			6.50		
5570	5	3	West Hurley—Woodstock	Hurley	1.90				2.97	
5599 ¹	3	8	Kingston—Port Ewen	Woodstock	1.07					
5599-A						Kingston, c	0.14			0.49
5601 ²										
	3	12, 13	Saugerties Village	Saugerties			1.85		1.85	
	Pet. V-1077									
			Towns				25.05	2.97	0.35	
			Villages				2.08	1.85		
			Cities						0.14	
			Totals				4.07	27.13	4.82	0.49

WARREN COUNTY

COUNTY HIGHWAYS

Petition No.

417 ²	954	Glens Falls—Lake George	Queensbury	4.68				7.56		
			Caldwell	2.88						
418	954	Lake George—Bolton Landing	Caldwell	3.96				9.74		
			Bolton	5.78						
650	1980, 1987	Sandy Hill—Glens Falls	Queensbury	2.12				2.12		

601 ²	1740.....	Riverside—Chestertown.....	Chester.....	5.75	.....	5.75	.....
602 ⁴	1741, 1746..	Loon Lake—Pottersville—Taylor's..	Chester.....	8.94	.....	8.94	.....
736 ²	2167.....	North Creek—County Line.....	Chester.....	4.12	.....	4.12	.....
804	1747.....	Lusarne—Lake George, Part 1.....	Lusarne.....	7.13	.....	7.13	.....
805	1748.....	Lusarne—Lake George, Part 2.....	Caldwell.....	3.67	.....	3.67	.....
843	V-2, V-59..	Lake George Village.....	Caldwell.....	0.17	Lake George, v.	0.17	.....
1021 ⁵	3167.....	Warrensburg—Thurman Station.....	Warrensburg.....	3.21	.....	3.52	.....
			Thurman.....	0.31	.....		.....
1023	2627, 2824..	Chestertown—Hague, Part 1.....	Chester.....	2.02	.....	6.36	.....
			Horicon.....	4.34	.....		.....
1118	2627, 3360..	Chestertown—Hague, Part 2.....	Horicon.....	5.84	.....	5.84	.....
1228	3360.....	Chestertown—Hague, Part 3.....	Hague.....	5.13	.....	5.13	.....
				Towns.....	.....	64.75	5.13
				Villages.....	.....	0.17	.....
				Cities.....	.....	.....	.....
				Totals.....	69.88	64.92	5.13
5055	25 4	Riverside—Wevertown, Part 1.....	Johnsburg.....	1.63	.....	1.63	.....
5068	25 14	Lake George Village.....	Caldwell.....	.....	Lake George, v.	1.48	.....
5068	25 3	Riverside—Wevertown, Part 2.....	Johnsburg.....	1.53	.....	1.53	.....
5157	25 11, 12	Warrensburg—Chestertown, Part 1.	Warrensburg.....	6.54	.....	6.54	.....

on of No. 5399-A which is for bridge abutments only.

'8, 1916.

¹ Included in State Route No. 22.

² This highway was accepted but contractor refused final payment.

³ Original contract cancelled. Plans revised and re-let.

⁴ Exclusive of villages.

WARREN COUNTY — Concluded

STATE HIGHWAYS	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5158	25	9, 10	Warrensburg—Chestertown, Part 2.	{ Warrensburg.....	2.77	.....	.....	6.50	....	.....
5185	25	2	Wevertown—North Creek.....	{ Chester.....	3.73	.....	.....	.....	....	.....
5227	25	13	Lake George—Warrensburg.....	{ Johnsburg.....	6.57	.....	.....	6.57	....	.....
5528	{ 25 16 } Pet. V-1183		Glens Falls City: Glen Street.....	{ Caldwell.....	4.37	.....	.....	4.58	....	.....
				{ Warrensburg.....	0.21	.....	.....	.....	....	.....
				Glens Falls, c..	0.61	0.61
				Towns.....	27.35	.....	.....	27.35	....	.....
				Villages.....	.....	.....	1.48	1.48	....	.....
				Cities.....	.....	.....	0.61	0.61	....	.....
				Totals.....	27.35	.....	2.00	29.44	....	.....

WASHINGTON COUNTY

COUNTY HIGHWAYS		Petition No.					
85	133.....	Fort Edward—Sandy Hill.....	Fort Edward.....	0.92	.....	0.92	.....
97 ²	204.....	Shunpike.....	White Creek.....	3.61	.....	3.61	.....
103 ²	205.....	Granville—Middle Granville.....	Granville.....	1.31	.....	1.31	.....
104 ²	205.....	Granville—Troy Stage.....	Granville.....	1.25	.....	1.25	.....
720 ²	2268.....	Sandy Hill—Adamsville.....	Kingsbury.....	4.76	.....	4.76	.....
720-A	2268.....	Dunham Basin.....	Kingsbury.....	0.24	.....	0.24	.....
721 ²	1441.....	White Creek County Line.....	White Creek.....	3.17	.....	3.17	.....
722 ²	2033.....	Hebron Town Line—Granville.....	Granville.....	2.06	.....	2.06	.....

723*	2027.....	Whitehall—Fort Ann Town Line...	Whitehall.....	4.77	.....	4.77	.....
724	221.....	Greenwich—Battenville.....	Greenwich.....	3.98	.....	3.98	.....
802	2034.....	Smiths Basin—Hartford.....	Hartford.....	5.25	.....	5.25	.....
803	2270.....	Sandy Hill—Fort Ann.....	{ Kingsbury..... Fort Ann.....	7.21 1.02	{	8.23	.....
942	2598.....	Smiths Basin—Lime Kiln.....	Kingsbury.....	0.66	.....	0.66	.....
1080	3088, 3089..	Hudson Falls Village.....	Kingsbury.....	.....	Hudson Falls, v. 0.97	0.97	.....
1081	2599.....	South Argyle—Argyle.....	Argyle.....	3.34	.....	3.34	.....
1082	V-184, 3138.	Cambridge Village.....	{ Cambridge..... White Creek.....	..... .....	{ Cambridge, v. 0.57 Cambridge, v. 1.14	1.71	.....
1083	3087.....	Fort Edward Village.....	Fort Edward.....	.....	Fort Edward, v. 0.57	0.57	.....
1109*	1444.....	Cambridge—Ash Grove.....	White Creek.....	2.06	.....	2.06	.....
1223	{ 1445..... 1445.....	{ Battenville—Salem..... Salem.....	{ Greenwich..... Salem.....	4.11 1.85	{	5.96	.....
1224*	2269, 3517..	Comstock—Fort Ann.....	Fort Ann.....	5.05	Fort Ann, v. 0.50	5.55	.....
1436	V-375, 3425	{ Greenwich Village: Elm Ave., Main, Bridge and Eddy Sts.....	{ Greenwich..... Easton.....	..... .....	{ Greenwich, v. 0.90 Greenwich.....	1.43	.....
1437	3543, 1446..	Schuylerville—Greenwich.....	{ Easton..... Greenwich..... Easton.....	3.20 1.38 2.22	{	4.58
1438	3288.....	Greenwich—Cambridge.....	{ Jackson..... Cambridge.....	1.44 3.32	{	6.98
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¹ Original contract 6.07 miles. 0.50 mile on a spur built by supplementary agreement.				Towns.....	68.18	48.60	19.58
² Included in State Route No. 22.				Villages.....	.....	3.75	1.43
³ 1.10 miles included in State Route No. 22.				Cities.....	.....	.....	.....
⁴ Original contract forfeited June 28, 1916.				<hr/>			
⁵ Original contract 5.00 miles. 0.24 mile over Barge canal omitted and built as No. 720-A.				Totals.....	5.18	52.35	21.01
⁶ Original contract 5.33 miles. 0.22 miles additional top laid by supplemental agreement.				<hr/>			
⁷ Exclusive of villages.				<hr/>			

Original contract 6.07 miles. 0.50 mile on a spur built by supplementary agreement.

²Included in State Route No. 22.

*** 1.10 miles included in State Route No. 22.**

*Original contract forfeited June 28, 1916.

Original contract 5.00 miles. 0.24 mile over Barge canal omitted and built as

No. 120-A.
'Original'

* Original contract 5.30 agreement.
* Exclusive of villages.

WASHINGTON COUNTY — Concluded

STATE HIGHWAYS

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or vil-lage	Miles com-pleted	Miles under con-struction	Miles ap-proved and awaiting contract
5033	22	8	Salem—Granville, Part 1.....	Salem.....	2.96	.....	.....	2.96	....	.....
5113	22	3, 4	Cambridge—Salem, Part 1.....	White Creek.....	....	Cambridge, v..	1.31	3.68	....	.....
5293	22	5, 6	Cambridge—Salem, Part 2.....	Jackson.....	2.37	.....	.....	6.01	....	.....
5316	{ 22 7 } Pot. V-1097		Cambridge—Salem, Part 3.....	Jackson.....	5.39	.....	.....	
5336	22	9, 10	Salem—Granville, Part 2.....	Salem.....	0.62	.....	.....	3.09	....	.....
5404	{ 22 12 } Pet. V-1026		Granville Village.....	Salem.....	1.23	Salem, v.....	1.86	9.48	....	.....
5531	{ 22 17 } Pet. V-1207		Whitehall Village: Canal and Broad Streets.....	Hebron.....	0.47	.....	.....	1.75	....	.....
5578	22	18	Whitehall—Dresden Center, Part 1.	Granville.....	....	Granville, v....	1.75	1.32	....	.....
5637	22	19	Whitehall—Dresden Center, Part 2.	Whitehall.....	....	Whitehall, v...	1.32	1.89	....	.....
				Whitehall.....	....	Whitehall, v....	1.89	5.77	5.77	.....
				Dresden.....	5.77	.....	.....	.....	.....	.....
				Towns.....	27.82	.....	.....	22.05	5.77	.....
				Villages.....	....	.....	8.13	8.13	....	.....
				Cities.....	....	.....	....	.....	....	.....
				Totals.....	27.82	.....	8.13	30.18	5.77	.....

SPECIAL HIGHWAY ¹

Chapter Laws of

518	1912.....	South Bay Bridge.....	{	Dresden.....	0.04	.....	.....	.....	0.10	.....	.....
				Whitehall.....	0.06	.....	.....	.....	.....	.....	.....
				Towns.....	0.10	.....	.....	.....	0.10	.....	.....
				Villages.....	.....	.....	.....	.....	.....	.....	.....
				Cities.....	.....	.....	.....	.....	.....	.....	.....
				Totals.....	0.10	.....	.....	.....	0.10	.....	.....

WAYNE COUNTY

COUNTY HIGHWAYS

	Petition No.										
860	1635.....	Clyde—Resort, Part 2.....	Rose.....	.....	.....	.....	.....	.....	3.48	.....	.....
861	1173.....	Dugway, Part 4.....	Walworth.....	.....	.....	.....	.....	.....	1.98	.....	.....
918	1619.....	Macedon—Cator Four Corners.....	Macedon.....	.....	.....	.....	.....	.....	1.16	.....	.....
919	2054.....	Clyde—Resort, Part 1.....	{	Rose.....	.....	.....	.....	.....	3.87	.....	.....
				Galen.....	.....	.....	.....	.....	.....	.....	.....
920	1529.....	Lyons—Sodus Point, Part 1.....	Lyons.....	.....	.....	.....	.....	.....	3.00	.....	.....
992	3025.....	Marion—Williamson, Part 1.....	Marion.....	.....	.....	.....	.....	.....	1.99	.....	.....
993	2100.....	Manchester—Palmyra, Part 2.....	Palmyra.....	.....	.....	.....	.....	.....	1.20	.....	.....
994	2042.....	Williamson Station—Pultneyville...	Williamson.....	.....	.....	.....	.....	.....	3.46	.....	.....
1058	2064.....	Wolcott—Savannah, Part 3.....	Butler.....	.....	.....	.....	.....	.....	2.25	.....	.....
1059	2055.....	Clyde—Resort, Part 3.....	Huron.....	.....	.....	.....	.....	.....	.....	.....	1.88
1060	2049, 1529..	Lyons—Sodus Point, Parts 2 & 3...	{	Lyons.....	.....	.....	.....	.....	.....	6.41	.....
				Sodus.....	.....	.....	.....	.....	.....	.....	.....

¹ Total length of contract 0.36 mie of which 0.26 mile was for bridge and trestle work.

* Exclusive of villages.

WAYNE COUNTY — Concluded

COUNTY HIGHWAYS										
High- way No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struc- tion	Miles ap- proved and awaiting contract	
1142	2042	Williamson Station—Williamson....	Williamson	0.73	.....	.....	0.73	....	.....
1185	V-291, 2975.	Red Creek—Fairhaven.....	Wolcott	3.54	Red Creek, v...	0.63	4.17	....	.....
1406	2042.....	Marion—Williamson, Part 2.....	{ Marion Williamson	1.84	.....	{ ..... .....	.....	3.67	.....
1407	2091, 2046..	Newark—Sodus, Part 1.....		1.83	.....		.....	3.97	.....
				Towns.....	.....	.....	24.41	16.30	1.88	
				Villages.....	.....	0.63	0.63	....	.....
				Cities.....	.....	.....	.....	....	.....
				Totals.....	.....	0.63	25.04	16.30	1.88	
STATE HIGHWAYS										
5017	20	2	Clyde—Savannah, Part 2.....	Savannah	2.01	Savannah, v...	0.97	2.98	....	.....
5070 ¹	20	4	Clyde—Savannah, Part 1.....	{ Galen Savannah	.....	.....	{ ..... .....	.....	....	.....
5089	20	3-6	Clyde—Savannah, Part 1.....		Galen	2.76		Clyde, v,.....	0.90	4.55
5127	30	12	Union Hill—Ontario Center.....	Savannah	0.89	.....	.....	3.48	....	.....
5290	{ 30 1, 2 Pct. V-1124 }	1, 2	Wolcott—Red Creek.....	Ontario	3.48	.....	.....	7.01	....	.....
5373				30	11	Ontario Center—Williamson.....	Wolcott	4.62	Wolcott.....	1.34
5449	30	10	Ontario Center—Williamson, Part 2	Wolcott	.....	Red Creek, v..	1.05	.....	....	.....
				Ontario	2.93	.....	.....	4.50	....	.....
				Williamson	1.57	.....	.....	2.28	....	.....
				Williamson	2.28	.....	.....	.....	....	.....

5451	30	8, 9	Williamson—Sodus.....	{ Williamson.....	2.62	.....	.....	5.94	....	.....
				{ Sodus.....	3.32	.....	.....	.....	.....	.....
5503	12	1	Geneva—Lyons, Part 3.....	Lyons.....	2.53	Lyons, v.....	0.37	2.90	....	.....
5632	30	6, 7	Sodus—Alton.....	Sodus.....	5.85	5.85
<hr/>										
			Towns.....		34.86	29.01	5.85
			Villages.....		4.63	4.63
			Cities.....	
<hr/>										
			Totals.....		34.86	4.63	33.64	5.85
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WESTCHESTER COUNTY

COUNTY HIGHWAYS			Petition No.								
17	27		Hastings—Ardsley.....	Greenburg.....	0.60	0.60
18	98-A.....		Ardsley—Elmsford, Part 1.....	Greenburg.....	2.58	Elmsford, v....	0.48	3.06	....	.....	.....
19	105.....		Mamaroneck—White Plains.....	{ Mamaroneck.....	0.61	.....	.....	.....	....	.....	.....
				{ New Rochelle, c.	.....	.....	0.75	2.78	....	.....	.....
				{ Scarsdale.....	.....	Scarsdale, v....	1.42	.....	....	.....	.....
20 ¹	106-A.....		White Plains—Armonk, Part 1.....	North Castle.....	4.03	.....	.....	4.03	....	.....	.....
34 ²	98.....		Ardsley—Elmsford, Part 2.....	{ Greenburg.....	1.44	Elmsford, v....	0.44	2.16	....	.....	.....
				{ Mt. Pleasant.....	0.28	.....	.....	.....	....	.....	.....
35 ³	106-A.....		White Plains—Armonk, Part 2.....	North Castle.....	3.02	.....	.....	3.02	....	.....	.....

¹ 0.21 mile in Galen and 0.41 mile in Savannah. This contract covered only the placing of corduroy and preliminary grading. Pavement placed under No. 5089.
² New York City built on new location 3.34 miles to replace 3.08 miles of No. 20 which were flooded by Kensico reservoir. The present mileage is shown.
³ 0.57 mile included in State Route No. 2.
⁴ 1.61 miles included in State Route No. 1. New York City built 1.17 miles to replace 1.36 miles of No. 35 which were flooded by the Kensico reservoir. The present mileage is shown.
⁵ Exclusive of villages.

WESTCHESTER COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
50	107	Armonk—Mt. Kisco	{ North Castle..... New Castle.....	1.68 2.77	.....	.....	4.45	.....	.....
51 ¹	108	Mt. Kisco—Bedford	Bedford.....	5.04	.....	.....	5.04	.....	.....
52 ²	99	Unionville—McKeels Corners	Mt. Pleasant.....	3.69	.....	.....	3.69	.....	.....
53	100	McKeels Corners—Briarcliff	{ Ossining..... Mt. Pleasant.....	..... 0.81	Briarcliff M'r, v	0.95	1.76	.....	.....
54	101	Briarcliff Manor—Echo Lake	{ Ossining..... New Castle.....	0.79 0.55	Briarcliff M'r, v	1.31	2.65	.....	.....
143	102	Echo Lake—Pines Bridge	{ New Castle..... Yorktown.....	2.54 0.60	.....	.....	3.14	.....	.....
144 ³	109	Pedford—Cross River	{ Bedford..... Poundridge..... Lewisboro.....	4.12 0.36 0.54	.....	.....	5.02	.....	.....
148	103	Pines Bridge—Yorktown Heights	Yorktown.....	3.49	.....	.....	3.49	.....	.....
149	104	Yorktown Heights—Putnam Co. L.	{ Yorktown..... Somers.....	1.57 5.05	.....	.....	6.62	.....	.....
150	110	Cross River—Turk Hill	Lewisboro.....	3.27	.....	.....	3.27	.....	.....
151	111	Turk Hill—Putnam County Line	{ Lewisboro..... North Salem.....	0.39 5.60	.....	.....	5.99	.....	.....
261	170	Peekskill—Salem Center, Part 1	Somers.....	5.86	.....	.....	5.86	.....	.....
262	170	Peekskill—Salem Center, Part 2	North Salem.....	4.66	.....	.....	4.66	.....	.....
331 ⁴	170-A	Peekskill—Salem Center, Part 3	{ Cortlandt..... Yorktown.....	2.33 1.55	.....	.....	3.88	.....	.....

332	170.....	Peekskill—Salem Center, Part 4....	Yorktown.....	3.23	.....	3.23	.....
405	102, 103....	Kitchawan—Croton Lake.....	Yorktown.....	2.25	.....	2.25	.....
503 ^b	{	Tarrytown—White Plains.....	Greenburg.....	2.41	1.61	7.32	.....
		White Plains—Rye, Parts 1 & 2....	Harrison.....	3.30	.....	
519	.	Mt. Kisco—Pleasantville.....	{ New Castle.....	3.35	.....	3.92	.....
			{ Mt. Pleasant.....	0.57	.....	
520	972.....	Pleasantville—Pocantico Hills.....	Mt. Pleasant.....	3.55	.....	3.55	.....
587	988.....	Mt. Kisco—Millwood.....	New Castle.....	4.39	.....	4.39	.....
657	1302.....	Croton River—Peekskill.....	Cortlandt.....	5.88	0.13	6.01	.....
768	1281, 1001..	Ossining—Kitchawan.....	{ Ossining.....	1.16	.....	5.86	.....
			{ New Castle.....	1.77	.....	
			{ Yorktown.....	2.93	.....	
769	1830.....	Amawalk—Woods Bridge.....	Somers.....	4.21	.....	4.21	.....
770	2166.....	Goldens Bridge—Turk Hill.....	Lewisboro.....	3.85	.....	3.85	.....
775 ^c	1831.....	Goldens Bridge—Croton Falls.....	{ Somers.....	4.13	.....	4.42	.....
			{ North Salem.....	0.29	.....	
780	1832.....	White Plains Town Line—Harrison.	Harrison.....	2.91	.....	2.91	.....
865	V-44.....	Mt. Kisco Village.....	{ New Castle.....	....	1.74	3.01	.....
			{ Bedford.....	....	1.27		
899	2166.....	Cross River—Crafts Corners.....	Lewisboro.....	5.68	.....	5.68	.....
900	2199.....	Woods Bridge—Lewis Corners.....	{ Lewisboro.....	0.17	.....	4.26	.....
			{ Bedford.....	4.09	.....	
901	2731.....	Port Chester—Crystal Springs, Pt. 1	Rye.....	1.89	.....	1.89	.....

¹ 1.16 miles included in State Route No. 1.

² 0.04 mile included in State Route No. 2.

³ 0.27 mile included in State Route No. 1. Original contract 4.55 miles in Bedford, 0.30 in Poundridge and 0.45 in Lewisboro. New York City re-located portions.

⁴ 1.52 miles included in State Route No. 2.

⁵ 1.60 miles included in State Route No. 1 and 0.10 mile in Route No. 2.

⁶ 0.24 mile included in State Route No. 1.

* Exclusive of villages.

WESTCHESTER COUNTY — Continued

COUNTY HIGHWAYS	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1015	2197.....	Crystal Springs—Chappaqua—Mill-wood.....	{ North Castle..... Mount Pleasant.... New Castle.....	1.63 0.86 4.75	.....	.....	7.24	.....	.....
1052	2166.....	Crafts Corners—Vista.....	Lewisboro.....	4.69	.....	.....	4.69	.....	.....
1053	V-142.....	Ardsley Village.....	Greenburg.....	.....	Ardsley, v.....	1.46	1.46	.....	.....
1167	V-189, 2884.	Hastings-on-Hudson Village: Saw Mill River Road.....	Greenburg.....	0.64	Hastings, v.....	0.64	1.28	.....	.....
1207	V-268, 3474.	Croton-on-Hudson Village: River-side Avenue.....	Cortlandt.....	0.02	Croton, v.....	1.26	1.28	.....	.....
1306	{ 2198, 2199, 3181, 3617 }	Williams Corners—Scott Corners...	{ Bedford..... Poundridge..... Ossining..... New Castle.....	0.97 4.75 0.89 1.00	.....	.....	.....	5.72	.....
1307	2196.....	Ossining—Millwood.....	Mt. Pleasant.....	2.15	.....	.....	.....	1.89	.....
1308:	{ 2713, 3604, 3562 }	Hawthorne—Pleasantville.....	Cortlandt.....	2.18	.....	.....	.....	2.15	.....
1309 ¹	2811.....	Peekskill—Putnam County Line....	Yorktown.....	4.45	.....	.....	.....	6.63	.....
1323	3560, 2195..	Ossining—Kitchewan—Pine Bridge.	{ Ossining..... New Castle..... Yorktown.....	0.56 2.42 1.64	.....	.....	.....	4.62	.....
1324	2812.....	Whitehall Corners—Wright Corners.	Sommers.....	3.02	.....	.....	.....	3.02	.....
1325	2813.....	Thorn Corners—Teed Corners.....	Sommers.....	2.81	.....	.....	.....	2.81	.....
1340	2809, 2810..	Grant Cor.—Rundall Cor.—Bailey Cor.—State Line.....	North Salem.....	4.25	.....	.....	.....	.....	4.25
1341	3561.....	Weaver Street—Quaker Ridge.....	{ Scarsdale..... .....	..... .....	Scarsdale, v..... New Rochelle, v.....	0.18 0.17	.....	0.35	.....

1370	{	3652, V-366,	Harts Corner—White Plains.....	{	.....	.....	0.92	.....	.....
		3679.....			Greenburg.....	0.82	.....	.....	.....
1456	{	3653, T-3,	Westchester Avenue.....	{	Harrison.....	0.25	.....	.....	1.09
		T-4.....			Rye.....	0.84	.....	.....	.....
1457	{	3688, 3216,	Lake St., Ridge St. and Harrison Ave.	{	Harrison.....	0.62	.....	.....	.....
		2891.....			Rye.....	3.20	0.53	4.62	.....
					Rye.....	.....	0.27	.....	.....
					Towns.....	181.24	.....	144.42	30.66 6.16
					Villages.....	.....	13.69	12.71	0.98
					Cities.....	.....	1.84	0.75	0.17 0.92
					Totals.....	181.24	15.53	157.88	31.81 7.08

STATE HIGHWAYS

5003	1	9	Armonk—Byram Lake.....	North Castle.....	3.44	.....	3.44	.....	.....
5146	1	10	Byram Lake—Bedford.....	{ North Castle.....	1.94	.....	3.34	.....	.....
5147 ¹	2	13	Peekskill—Fishkill, Part 1.....	{ Bedford.....	1.40	.....	.....	.....	.....
5226	1	6, 7	White Plains—Rye Lake.....	Cortlandt.....	1.89	.....	1.89	.....	.....
5231	2	2	Yonkers—White Plains.....	{ Harrison.....	5.01	.....	7.01	.....	.....
5298	1	12	Bedford—Goldens Bridge.....	{ North Castle.....	2.00	.....	.....	.....	.....
5298-A	4	1		Greenburg.....	5.22	.....	5.22	.....	.....
				{ Bedford.....	5.50	.....	7.03	.....	.....
				{ Lewisboro.....	1.53	.....	.....	.....	.....

¹ Original contract forfeited May 1, 1916.
² Original contract forfeited August 2, 1916.
³ Part in Putnam county. Total length 3.63 miles.
⁴ Original contract cancelled. Re-let as No. 5298-A.
* Exclusive of villages.

WESTCHESTER COUNTY — Concluded

STATE HIGHWAYS	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5321	1	5½	White Plains—Rye, Part 2.....	.....	.....	White Plains, c.	1.64	1.64	....	.....
5355	1	4	Tuckahoe—White Plains, Part 1...	East Chester.....	2.43	.....	....	2.43	....	.....
5356	1	5	White Plains Village.....	.....	.....	White Plains, c.	2.24	2.24	....	.....
5357	1	2	Bronxville Village.....	East Chester.....	.....	Bronxville, v...	0.95	0.95	....	.....
5358	1	1	Mount Vernon City: Columbus Ave.	.....	.....	Mt. Vernon, c..	0.28	.....	....	0.28
5359	2	1	Yonkers City: Central Avenue.....	.....	.....	Yonkers, c.....	6.48	6.48	....	.....
5360	2	4	Eastview—Briarcliff Manor.....	Greenburg.....	0.18	Tarrytown, v..	0.55	5.04	....	.....
5361 ¹	2	5	Briarcliff Manor Village.....	Ossining.....	2.76	N. Tarrytown, v	1.55	0.83	....	.....
5362	1	3	Tuckahoe Village.....	East Chester.....	.....	Tuckahoe, v...	0.25	0.25	....	.....
5363 ²	2	12	Peekskill Village.....	Cortlandt.....	.....	Peekskill, v....	0.94	0.94	....	.....
5364 } 5364-A }	2	6, 8	Ossining—Croton River.....	Ossining.....	1.68	.....	....	1.68	....	.....
5371	41	3	Larchmont Village.....	Mamaroneck.....	.....	Larchmont, v..	0.95	0.95	....	.....
5372	41	2	New Rochelle—Mamaroneck.....	Mamaroneck.....	0.73	.....	....	0.73	....	.....
5373	41	5	Rye Village.....	Rye.....	.....	Rye, v.....	2.85	2.85	....	.....
5374	41	1	Pelham—New Rochelle.....	Pelham.....	0.20	.....	....	0.20	....	.....
5375	41	1½	Pelham Manor Village.....	Pelham.....	.....	Pelham Manor.	1.34	1.34	....	.....

5376	{ 41 Pet. V-1143 }	4 Mamaroneck Village.....	{ Rye..... Mamaroneck..... }	.....	Mamaroneck, v. Mamaroneck, v.	0.64 0.65	1.29	.....	.....
5464	1 13	Goldens Bridge — Purdy — Croton Falls.....	{ Lewisboro..... North Salem..... }	0.68 4.06	.....	.....	4.74	.....	.....
5482	{ 2 Pet. V-1204 }	7 Ossining Village.....	Ossining.....	.....	Ossining, v.....	2.17	2.17	.....	.....
5571	2 3	White Plains—Eastview.....	{ Greenburg..... Mt. Pleasant..... }	2.91 1.38	.....	.....	.....	4.29	.....
5606	{ 1 4-A Pet. V-1221 }	Tuckahoe—White Plains, Part 2....	Scarsdale.....	.....	Scarsdale.....	2.74	.....	.....	2.74
		Towns.....	44.94	.....	.....	.....	40.65	4.29	.....
		Villages.....	.....	.....	.....	16.41	13.67	.....	2.74
		Cities.....	.....	.....	.....	10.64	10.36	.....	0.28
		Totals.....	44.94	.....	.....	27.05	64.68	4.29	3.02

WYOMING COUNTY

COUNTY HIGHWAYS	Petition No.								
854	1914, 1954..	Castile Center—Perry Center.....	{ Castile..... Perry..... }	3.22 1.28	.....	.....	4.50	.....	.....
892	1914.....	Castile—Castile Center.....	Castile.....	1.43	.....	.....	1.43	.....	.....

1 Final settlement never made.
2 Original contract cancelled.
3 Original contract cancelled. Re-let as No. 5364-A.
* Exclusive of villages.

WYOMING COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
893	{ 1925, 1980, } 2898.....	Bliss—Smiths Corners.....	{ Eagle Wethersfield.....	2.18 1.43	.....	.....	3.61	.....	.....
894	1941, 2865..	Java Center—Java Village.....	Java.....	3.56	.....	.....	3.56	.....	.....
975	V-73.....	Perry Village.....	{ Castile. Perry.....	..... .....	Perry, v..... Perry, v.....	0.87 1.14	2.01	.....	.....
976 ¹	2863, 3079..	Java Village—Wales.....	{ Java..... Sheldon.....	1.53 1.99	.....	.....	.....	3.52	.....
1055	1896.....	Arcade—East Arcade, Part 1.....	Arcade.....	1.94	.....	.....	.....	.....	1.94
1056	1905, 3136..	Attica—Schaub Corners.....	Attica.....	2.90	Attica, v.....	0.54	.....	.....	3.44
1057	1908.....	Darien Center—Bennington, Part 2.	Bennington.....	2.27	.....	.....	.....	.....	2.27
1088	3207.....	Castile Village.....	Castile.....	.....	Castile, v.....	1.53	.....	1.53	.....
1155	3342, V-300	County Line—Arcade.....	Arcade.....	0.38	Arcade, v.....	2.41	2.79	.....	.....
1267	{ 1904-'7-'9 3559, V-338	Bennington—Attica—Attica Ctr., Parts 2 and 3.....	{ Bennington..... Attica.....	2.68 3.34	.....	.....	.....	6.99	.....
1349	1759, 1758..	Varysburg—Warsaw, Part 2.....	{ Orangeville..... Warsaw.....	3.08 1.65	.....	.....	.....	4.73	.....
				Towns.....	.....	.....	13.48	14.27	7.11
				Villages.....	.....	7.46	4.42	2.50	0.54
				Cities.....	.....	.....	.....	.....	.....
				Totals.....	.....	7.46	17.90	16.77	7.65

STATE HIGHWAYS

	Route No.	Sec- tion							
5024	16	7, 11	Warsaw—Pavilion, Parts 1 and 5...	{	Warsaw.....	0.59	.....	.....	2.66
					Covington.....	2.07	.....	.....	.....
5134	16	8	Warsaw—Pavilion, Part 2.....	{	Warsaw.....	0.99	.....	.....	3.53
					Middlebury.....	2.60	.....	.....	.....
5400	{ 16 Pet. V-1085 Pet. V-1089 }	{ 4, 6 }	Warsaw—Gainesville.....	{	Warsaw.....	2.19	Warsaw, v.....	2.52	.....
					Gainesville.....	3.63	Gainesville, v..	0.55	.....
5400-A ¹	16	5	Warsaw—Gainesville.....		Gainesville.....	0.48	.....	.....	0.48
5410	16	9, 10	Warsaw—Pavilion, Parts 3 and 4...	{	Middlebury.....	1.53	Wyoming, v...	0.86	.....
					Covington.....	1.49	.....	.....	3.88
						Towns.....	15.57	.....	15.57
						Villages.....	.....	3.93	3.93
						Cities.....	.....	.....	.....
						Totals.....	15.57	3.93	19.50

YATES COUNTY

COUNTY HIGHWAYS

	Petition No.				
203 ²	.....	Naples—Woodville.....	Italy.....	0.87	.....
226 ⁴	365.....	Kinney's Corners.....	Jerusalem.....	.....	.....

¹ d July 10, 1914. Re-awarded September 28, 1915 and forfeited May 26, 1916. Re-awarded June 28, 1916.
² omitted from the contract for No. 5400.
³ 2.58 miles in Ontario county.
⁴ intended approval of plans before amendment to Chapter 115, Laws of 1896, prohibited such action.

YATES COUNTY—Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1205	V-276, 3271..	Dresden—Penn Yan.....	{ Torrey..... Benton..... Milo.....	2.70 1.28 0.32	Dresden, v.....	0.81	5.18	.....	.....
1210	{ 365, 3484, V-288.....	Penn Yan—Branchport, Part 1....	Jerusalem.....	5.53	Penn Yan, v....	0.47	6.00	.....	.....
1352	{ 3487, 3489, 3483.....	Rushville—Potter—Middlesex— Overacker Corners.....	{ Potter..... Middlesex.....	4.32 4.80	Rushville.....	0.51	.....	9.63	.....
				Towns.....	.....	.....	10.70	9.12	.....
				Villages.....	.....	1.86	1.35	0.51	.....
				Cities.....	.....	.....	.....	.....	.....
				Totals.....	.....	1.86	12.05	9.63	.....

STATE HIGHWAYS

	Route No.	Section							
5018	12	1	North Reading—Dundee, Part 1...	Starkey.....	2.00	.....	2.00	.....	.....
5128	12	2	North Reading—Dundee, Part 2...	Starkey.....	1.63	Dundee, v.....	2.68	.....	.....
5291	{ 12 Pet. V-1068	7	Penn Yan Village.....	{ Milo..... Benton.....	.....	Penn Yan, v....	1.75	.....	.....
5323*	12	8, 9	Penn Yan—Halls Corners.....	Benton.....	6.25	Penn Yan, v....	6.25	.....	.....

5324	12	3-6	Dundee—Penn Yan	Starkey	0.46	.....	.....	.....	.....
5324-A				Barrington	5.17	.....	.....	.....	10.89
				Milo	5.26	.....	.....	.....	.....
5334	12	1	Watkins—Yates County Line	Starkey	0.41	.....	.....	.....	.....
5334-A									
				Towns	21.18	.....	.....	20.77	0.41
				Villages	.....	.....	2.80	2.80	.....
				Cities	.....	.....	.....	.....	.....
				Totals	21.18	.....	2.80	23.57	0.41

2 Total length 8.15 miles. 1.90 miles in Ontario county.
3 Original contract 10.89 miles; 2.47 miles cancelled and re-let as No. 5324-A.
4 Total length 7.85 miles. 7.44 miles in Schuyler county. Original contract cancelled. Re-let as No. 5334-A.
* Exclusive of villages.

APPENDIX C

TABLE SHOWING STATUS OF STATE ROUTES DECEMBER 31, 1916

SECTION 120 OF CHAPTER 30, LAWS OF THE STATE OF NEW YORK, OF 1909

Highways to be constructed or improved by the state.— The highways which have been heretofore constructed or improved under the provisions of chapter one hundred and fifteen of the laws of eighteen hundred and ninety-eight, and the acts amendatory thereof, which are included in the routes hereinafter described, together with such other highways as are constructed or improved by the commission in accordance with the routes set forth and described in this section, shall be state highways and shall be constructed or improved at the sole expense of the state as provided in this article. Such routes are hereby set forth and described as follows:

STATE ROUTE No. 1

Commencing at a point on the dividing line between Westchester county and New York, and running thence northerly through Mount Vernon to the dividing line between the town of Eastchester and the city of Mount Vernon, thence northerly along Post road to White Plains, thence southeasterly along Westchester avenue to Purchase street, thence northerly by Purchase street, by Rye lake and King street to state road, thence northerly by same to Armonk, thence easterly and northeasterly through the town of North Castle to Bedford village, thence northerly to Katonah, thence along the east side of the Croton river by Golden's bridge and Purdy's station to a point on the dividing line between Putnam and Westchester counties at or near Croton Falls, running thence northerly through the eastern portion of Putnam county by the way of Brewster, to a point on the dividing line between Dutchess and Putnam counties at or near Patterson, running thence northerly by the way of Pawling, Wingdale, Dover Plains, Amenia, to a point to be determined by the commission, on the dividing line between Columbia and Dutchess counties, running thence northerly in Columbia county by way of Copake to Chatham, thence northwesterly to a point at or near Valatie, running thence northerly to a point to be determined by the commission, on the dividing line between Rensselaer and Columbia counties, running thence northerly and northwesterly through the southwestern portion of Rensselaer county to a point to be determined by the commission on the Hudson river opposite or nearly opposite the city of Albany.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
WESTCHESTER COUNTY								
1	N. Y. City Line.....	Mt. Vernon: No. Corp. L....	5358					3.05
2	Mt. Vernon: No. Corp. Line	Bronxville: No. Corp. Line...	5357	0.95				
3	Tuckahoe: So. Corp. Line...	Tuckahoe: No. Corp. Line...	5362	0.25				
4	Tuckahoe: No. Line.....	Scarsdale Town Line.....	5355	2.43				
4A	Scarsdale Town Line.....	White Plains: So. Corp.....	5606					2.74
5	White Plains: So. Corp. Line.	White Plains: E. Corp. Line.	5356	2.24				
5A	White Plains: E. Corp. Line..	Mamaroneck River, W. Br	503		0.35			
5B	Mamaroneck River, W. Br..	Mamaroneck River, E. Br...	5321	1.64				
5C	Mamaroneck River, E. Br...	Purchase Street.....	503		1.25			
6	Rye Road.....	Rye Pond, N. Y. C. Pav't...	5226	3.88				
6A	Rye Pond.....	Storr's Corners.....	N.Y.C.			0.23		
7	N. Y. C. Pav't.....	Valhalla Road.....	5226	3.13				
8	Valhalla Road.....	Armonk.....	35		1.61			
9	Armonk.....	Byram Lake.....	5003	3.44				
10	Byram Lake.....	Mt. Kisco Road.....	5146	3.34				
11	Mt. Kisco Road.....	Bedford.....	51		1.16			
11A	Bedford.....	Katonah Road.....	144		0.27			
12	Cross River Road.....	Goldens Bridge.....	5298	7.03				
13	Goldens Bridge.....	Croton Falls.....	5464	4.74				
14	Croton Falls.....	Putnam County Line.....	775		0.24			
				33.07	4.88	0.23		5.79
PUTNAM COUNTY								
1	Westchester County Line....	Deans Corners.....	5006	1.80				
2	Deans Corners.....	Brewster: So. Corp. Line....	5438	1.64				
3	Brewster: So. Corp. Line....	Brewster: E. Corp. Line....	5098	1.14				
4	Brewster: E. Corp. Line....	Akins Corners.....	5203	9.80				
5	Akins Corners.....	Dutchess Co. Line.....	585		0.73			
				14.38	0.73			
DUTCHESS COUNTY								
1	Putnam Co. Line.....	Pawling: So. Corp. Line....	343		2.23			
2	Pawling: So. Corp. Line....	Pawling: No. Corp. Line....	5009	1.67				
2A	Pawling: No. Corp. Line....	Dover Town Line.....	612		2.92			
3	Pawling Town Line.....	South Dover.....	5326	3.93				
4	South Dover.....	Wassaic Steel Works.....	5160	10.87				
5	Wassaic Steel Works.....	Amenia.....	537		4.16			
6	Amenia.....	Delavergne Hill.....	5484	2.09				
7	Delavergne Hill.....	Northeast Town Line.....	5580				3.45	
8	Amenia Town Line.....	Shekomoko.....	5580				3.52	
9	Shekomoko.....	Bethel.....	5628				3.30	
10	Bethel.....	Pine Plains: Patchin Corners.	5628				3.49	
11	Patchin Corner.....	Columbia Co. Line.....						0.91
				18.56	9.31		13.76	0.91

STATE ROUTE No. 2

Commencing at Jerome avenue on the dividing line between Westchester county and New York city and running thence northerly along Jerome avenue and Central Park avenue to Hartsdale, thence along the Sprain road and Landers road to Fair Grounds, thence northerly to cross road between Greenburgh, and Mount Pleasant, thence westerly along the same to the Saw Mill River road and the Tarrytown Lake road to Bedford road, thence along the Sleepy Hollow road northerly and westerly to the Albany post road, thence northerly along Albany post road through Briar Cliff, Ossining and Croton Landing, thence along Old Yorktown road to Cornell Dam, thence along westerly side of Croton lake to Dixie Hill, thence northerly along Croton avenue to Crom-pound road, thence westerly along Crompond road through Peekskill to Albany post road, thence northerly from Peekskill, to a point to be determined by the commission, on the dividing line between the towns of Phillipsburg, Putnam county, and Cortlandt, Westchester county, running thence northerly through the western portion of Putnam county to a point to be determined by the commission, on the dividing line between Dutchess and Putnam counties, running thence northerly by the way of the city of Poughkeepsie and Rhinebeck, to a point to be determined by the commission, on the dividing line between Columbia and Dutchess counties, running thence northerly, through Blue Store and Johnstown to Bell's Pond, and thence northerly along the Ancram turnpike and North avenue, to the city of Hudson, running thence northeasterly from the city of Hudson to a point at or near Valatie, connecting with route number one, as above described.

Amended by L. 1910, ch. 648.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
WESTCHESTER COUNTY								
1	N. Y. City Line.....	Greenburg Town Line.....	5359	6.48				
2	Yonkers Town Line.....	Elmsford-White Plains Rd...	5231	5.22				
2A	Dobbs Ferry Road.....	White Plains-Eastview Rd...	503		0.10			
3	Elmsford-White Plains Rd...	Elmsford-Eastview Road.....	5571				4.23	
3A	White Plains-Eastview Rd...	Eastview-McKeels Cors. Rd..	34		0.57			
3B	Eastview-Elmsford Road.....	Brown's Corners.....	52		0.04			
3C	Brown's Corners.....	Briarcliff Manor Road.....	5571				0.06	
4	Eastview.....	Albany Post Road.....	5360	5.04				
4A	Eastview Road.....	Ossining Town Line, Briarcliff	Town			0.07		
5	Mt. Pleasant Town Line.....	Briarcliff Manor: No. Corp. L.	5361	0.83				
6	Briarcliff Manor: No. Corp. L.	Ossining: So. Corp Line.....	5364	0.31				
7	Ossining: So. Corp. Line.....	Ossining: Main Street.....	5482	1.44				
7A	Ossining: Main Street.....	Ossining: Broadway.....	Village			0.08		
7	Ossining: Broadway.....	Ossining: No. Corp. Line...	5482	0.73				
8	Ossining: No. Corp. Line.....	Crotonville School House....	5364	0.92				
9	Crotonville School House....	Croton: Grand & Maple Sts.						2.25
10	Croton: Gr. & Maple Sts....	Peekskill-Yorktown Road....						7.55
10A	Croton Ave.....	Peekskill: East Corp. Line...	331		1.52			
11	Peekskill: East Corp. Line...	Peekskill: First Street.....						1.33
	Peekskill: First Street.....	Peekskill: Howard Street....	Village			0.27		
12	Peekskill: Howard Street....	Peekskill Creek.....	5363	0.94				
13	Peekskill Creek.....	Putnam County Line.....	5147	1.89				
				23.80	2.23	0.42	4.29	11.13
Also:								
E	Crotonville: School House...	Croton: River Bridge.....	5364	0.45				
				24.25	2.23	0.42	4.29	11.13
PUTNAM COUNTY								
1	Westchester County Line....	Garrison Road.....	5147	1.74				
2	Garrison Road.....	Hill Country House.....	5387	2.38				
3	Hill Country House.....	McKeel Corners.....	5156	4.36				
4, 5	McKeel Corners.....	Dutchess County Line...	5149	4.17				
				12.65				
DUTCHESS COUNTY								
1	Putnam County Line.....	Fishkill: Church Street.....	5150	3.66				
2	Fishkill: Church Street.....	Wappinger Falls: So. St.....	5154	4.81				
3	Wappinger Falls: So. St.....	Wappinger Falls: No. Corp. L.	5549				0.88	
4	Wappinger Falls: No. Corp. L.	Casper Creek.....	5050	2.14				
5	Casper Creek.....	Poughkeepsie: So. Corp. L...	223		3.90			
6	Poughkeepsie: So. Corp. L...	Poughkeepsie: Livingston St.	5489	0.18				

STATE ROUTE No. 2 — Concluded

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
DUTCHESS COUNTY — Concluded								
6A	Poughkeepsie: Livingston St.	Poughkeepsie: Mansion St.	City			1 00		
7	Poughkeepsie: Mansion St.	Poughkeepsie: No. Corp. L.	5489	0.61				
7A	Poughkeepsie: No. Corp. L.	Hyde Park Town Line	9003			1.45		
8	Poughkeepsie Town Line	Hyde Park	453		4.00			
8A	Hyde Park	Vanderbilt Road	9004			0.83		
9	Vanderbilt Road	Rhinebeck Town Line	5135	5.22				
10	Hyde Park Town Line	Rhinebeck: So. Corp. L.	432		3.26			
11, 12	Rhinebeck: So. Corp. Line	Red Hook Town Line	5092	4.15				
13	Rhinebeck Town Line	Red Hook: So. Corp. Line	552		1.30			
14	Red Hook: So. Corp. Line	Red Hook: No. Corp. Line	5095	1.33				
15	Red Hook: No. Corp. Line	Columbia County Line	552		4.24			
				22.10	16.70	3 23	0.88	
COLUMBIA COUNTY								
1	Dutchess County Line	Jansen Kill Creek	589		3.81			
2	Jansen Kill Creek	Livingston	5004	2.59				
3	Livingston	Bell Pond	5072	3.62				
4, 5	Bell Pond	Hudson: So. Corp. Line	5073	5.08				
6	Hudson: So. Corp. Line	Hudson: E. Corp. Line	5574	1.17				
7	Hudson: E. Corp. Line	Stockport: Town Line	341		2 60			
8	Stockport: Town Line	Stottville	649		0.21			
9, 10	Stottville	Stuyvesant Falls	5103	5.20				
11-13	Stuyvesant Falls	Route No. 1, Valatie	5104	5.49				
				23.15	6.62			
Route totals				82.15	25.55	3 71	5 17	11 13

Total miles in Route No. 2. 127 71

STATE ROUTE No. 3

Commencing at a point to be determined by the commission, on the dividing line between the towns of Orangetown, Rockland county, and the state of New Jersey, running thence northerly through the eastern portion of Rockland county by the way of points at or near Nyack and Haverstraw, to a point to be determined by the commission, on the dividing line between Orange and Rockland counties, running thence northerly through the eastern portion of Orange county to the city of Newburgh, thence northerly from the city of Newburgh to a point to be determined by the commission, on the dividing line between Ulster and Orange counties, running thence northerly through the eastern portion of Ulster county to a point on the Rondout creek at or near the present chain ferry known as the "Sleightsburgh Ferry," thence over said creek into the city of Kingston by suitable bridge to be constructed and maintained by the commission, running thence northerly from the city of Kingston to a point to be determined by the commission, on the dividing line between Greene and Ulster counties, running thence northerly through the eastern portion of Greene county to points at or near Catskill, Athens and Coxsackie, to a point to be determined by the commission, on the dividing line between Albany and Greene counties, running thence northerly to the city of Albany.

Amended by L. 1912, ch. 157.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ROCKLAND COUNTY								
1	New Jersey State Line.....	Sparkill: Cartaret Road.....	5512					2.39
2	Sparkill: Highland Avenue...	Piermont: S. W. Corp. Line...	728		0.08			
2A	Piermont: S. W. Corp. Line	Piermont: _____ St.....						0.31
3	Piermont: _____ St.....	Grand View: So. Corp. Line...	5512					1.35
3A	Grand View: So. Corp. Line...	Nyack: So. Corp. Line.....						1.20
	Nyack: So. Corp. Line.....	Nyack: No. Corp. Line.....	Village			0.56		1.89
4	Nyack: No. Corp. Line.....	Congers.....				0.53		4.47
5	Congers.....	Long Clove.....	5002	1.61				
6	Long Clove.....	Haverstraw: Main Street....	5165	2.16				
7	Haverstraw: Main Street....	West Haverstraw: Thiells Av.	5389	1.56				
8	West Haverstraw: Thiells Av.	Tompkins Cove.....						3.90
9, 10	Tompkins Cove.....	Orange County Line.....	593		5.88			
				5.33	5.96	1.00		15.56
ORANGE COUNTY								
1	Rockland County Line.....	Garrison Farms.....	5480	1.46				
2	Garrison Farms.....	Highland Falls: So. Corp. L.						2.10
3	Highland Falls: So. Corp. L.	Highland Falls: Mt. Ave....						0.48
4	Highland Falls: Main St....	West Point-Ct. Valley Road..	Rt. 4	*2.14				
5	Mountain Avenue.....	Storm King Road.....	5573				1.17	
6-8	Reservation Road.....	Cornwall: Bay View Ave....	5498				4.03	
9	Cornwall: Storm King Road.	Cornwall: Main Street.....						2.00
9A	Cornwall: Hudson Street....	N. Y., O. & W. R. R., South	415		1.00			
10	N. Y., O. & W. R. R., South	N. Y., O. & W. R. R., North	5591	0.38				
10A	N. Y., O. & W. R. R., North	Woodlawn Cemetery.....	415		1.63			
11	Woodlawn Cemetery.....	Newburg: So. Corp. Line....	42		1.02			
12-14	Newburg: So. Corp. Line....	Newburg: No. Corp. Line....	City			2.20		
15	Newburg: No. Corp. Line....	Balmville.....						1.25
16	Balmville.....	Cedar Hill Cemetery.....	5007	3.28				
17	Cedar Hill Cemetery.....	Ulster County Line.....	5176	1.10				
				6.22	3.65	2.20	5.20	5.83
ULSTER COUNTY								
1	Orange County Line.....	Marlboro: So. Corp. Line....	5173	1.08				
2	Marlboro: So. Corp. Line...	Milton.....	5114	3.82				
3	Milton.....	Lloyd Town Line.....	5001	1.57				
4	Marlboro Town Line.....	Highland.....	231		3.30			
4A	Highland.....	Esopus Town Line.....	231		3.78			
5, 6	Lloyd Town Line.....	Ulster Park.....	5508	6.50				
7	Ulster Park.....	Sleightsburg.....	310		3.84			
8	Sleightsburg.....	Kingston: Abeel Street.....	5539A				0.72	
8A	Kingston: Abeel Street.....	Kingston: Albany Ave.....	City			1.75		
9	Kingston: Albany Ave.....	Kingston: No. Corp. Line...	City			1.10		
10	Kingston: No. Corp. Line...	Katrine.....	5000	3.23				
11	Katrine.....	Saugerties: So. Corp. Line...	228		5.66			
12-13	Saugerties: So. Corp. Line...	Saugerties: No. Corp. Line...	5601				1.86	
14-15	Saw Kill Creek.....	McGee's.....	5169	3.57				
15A	McGee's.....	Greene County Line.....	R. R.				0.10	
				19.77	16.58	2.85	2.68	
Also:								
9	Eddyville Bridge.....		5192	0.24				
				20.01	16.58	2.85	2.68	
* Not included in total.								

* Not included in total.

ANNUAL REPORT OF THE

STATE ROUTE No. 3 — Continued

Section number	FROM	TO	Highway number	Miles Completed			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
GREENE COUNTY								
0	Ulster County Line.....	Smith Landing Road.....	R. R.				0.23	
1	Smith Landing Road.....	Young's Corners.....	5166	3.87				
2	Young's Corners.....	Catskill: W. Corp. Line.....	5027	1.94				
3	Catskill: W. Corp. Line.....	Catskill: Division Street.....	5366	0.86				
4	Catskill: Division Street.....	Catskill: Creek Bridge.....	5409	0.23				
	Catskill: Creek Bridge.....	Catskill: _____ St.....	Village			0.18		
5	Catskill: _____ St.....	Catskill: No. Corp. Line.....	5365	0.83				
6	Catskill: No. Corp. Line.....	Athens: So. Corp. Line.....	5367	2.85				
7	Athens: So. Corp. Line.....	Athens: No. Corp. Line.....	5367	3.12				
8, 9	Athens: No. Corp. Line.....	Coxsackie: So. Corp. Line.....	5363	3.92				
10	Coxsackie: So. Corp. Line.....	Coxsackie: W. Corp. Line.....	5369	2.22				
11, 12	Coxsackie: W. Corp. Line.....	New Baltimore Road.....	5198	4.62				
13	New Baltimore Road.....	Albany County Line.....	5370	2.70				
				27.21		0.18	0.23	
ALBANY COUNTY								
1	Greene County Line.....	Ravena.....						0.77
2	Ravena.....	Coeyman Creek.....						3.80
3	Coeyman Creek.....	Becker Corner-Selkirk Road.....						2.10
4	Becker Corner-Selkirk Road.....	Becker Corners.....	193		0.82			
5	Becker Corners.....	Bethlehem Center.....						4.13
6	Bethlehem Center.....	Albany: So. Corp. Line.....	5499	2.33				
				2.38	0.82			10.80
				61.15	27.01	6.32	8.11	32.19
	Route totals.....							
Total miles in Route No. 3.....				134.76				

Commencing at a point, to be determined by the commission, on the Delaware river at or near the city of Port Jervis in Orange county, running thence northwesterly along the Delaware river, as nearly as practicable, to a point to be determined by the commission on the dividing line between Sullivan and Delaware counties, thence to the village of Hancock, connecting with route number four.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ORANGE COUNTY								
1	Delaware River Bridge.....	Port Jervis: E. Main St.....	City	.....	.....	0 55	.....	.....
2	Port Jervis: Pike St.....	Port Jervis: Grand View Av....	City	.....	.....	0 52	.....	.....
3	Port Jervis: W. Main St.....	Port Jervis: W. Corp. Line...	City	.....	.....	0 29	.....	.....
4	Port Jervis: W. Corp. Line...	Old Bolton Basin.....	412	3.33
5	Old Bolton Basin.....	Mongaup River.....	3.20
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SULLIVAN COUNTY								
1	Mongaup River.....	Upper Mongaup.....	2.20
2	Upper Mongaup.....	Glen Spey-Pond Eddy Rd....	3.20
3	Glen Spey-Pond Eddy Rd....	Highland Town Line.....	.....	.....	.....	.....	.....	2.60
4	Lumberland Town Line.....	Eldred.....	.....	.....	.....	.....	.....	2.20
5	Eldred.....	Blind Pond.....	.....	.....	.....	.....	.....	2.60
6	Blind Pond.....	Beaver Brook.....	.....	.....	.....	.....	.....	2.00
7	Beaver Brook.....	Swamp Mills.....	.....	.....	.....	.....	.....	3.00
8	Swamp Mills.....	Lava-Tusten Road.....	.....	.....	.....	.....	.....	1.80
9	Lava-Tusten Road.....	Narrowsburg-Lava Road....	.....	.....	.....	.....	.....	2.60
10	Narrowsburg-Lava Road....	Cochecton Town Line.....	.....	.....	.....	.....	.....	2.50
11	Tusten Town Line.....	Cochecton.....	.....	.....	.....	.....	.....	3.90
12	Cochecton.....	Delaware Town Line.....	.....	.....	.....	.....	.....	2.30
13	Cochecton Town Line.....	Callicoon Depot.....	.....	.....	.....	.....	.....	3.00
14	Callicoon Depot.....	Fremont Town Line.....	.....	.....	.....	.....	.....	2.90
15	Delaware Town Line.....	Basket-Fremont Ctr. Rd....	2.85
16	Basket-Fremont Ctr. Rd....	Delaware Co. Line.....	2.83
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								42.48
DELAWARE COUNTY								
1, 2	Sullivan County Line.....	Sand Pond.....	5.70
3, 4	Sand Pond.....	French Woods.....	4.60
5	French Woods.....	Hancock: So. Corp. Line.....	2.10
6	Hancock: So. Corp. Line.....	Hancock: Route No. 4.....	0.50
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								12.90
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Route totals.....				2.33	1.36	58.58
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Total miles in Route No. 3A.....								62.27

STATE ROUTE No. 4

Commencing at a point to be determined by the commission on route number three, running thence through Orange county by the way of Middletown to a point to be determined by the commission, on the dividing line between Sullivan and Orange counties, running thence westerly and northerly through Sullivan county by the way of Monticello to a point to be determined by the commission, on the dividing line between Delaware and Sullivan counties, thence to Deposit on the dividing line between Broome and Delaware counties, running thence westerly by the way of Windsor to the city of Binghamton, running thence westerly from the city of Binghamton by the way of Lestershire and Endicott, to a point to be determined by the commission, on the dividing line between Tioga and Broome counties, running thence westerly through the southern portion of Tioga county, to a point to be determined by the commission, on the dividing line between Chemung and Tioga counties, running thence westerly and northwesterly through the southern portion of Chemung county, to the city of Elmira, running thence northerly from the city of Elmira to a point at or near Horseheads, running thence westerly to a point to be determined by the commission on the dividing line between Steuben and Chemung counties, running thence westerly and northwesterly by the way of Corning, Addison and Canisteo, to the city of Hornell, running thence northwesterly and southwesterly from the city of Hornell to a point at or near Almond on the dividing line between Allegany and Steuben counties, running thence southwesterly to Wellsville, running thence northwesterly and westerly by the way of Belmont, Belvidere and Friendship and Cuba, to a point to be determined by the commission on the dividing line between Cattaraugus and Allegany counties, running thence southwesterly to the city of Olean, running thence westerly and northwesterly from the city of Olean by the way of Salamanca, Little Valley, Napoli and Randolph, to a point to be determined by the commission, on the dividing line between Chautauqua and Cattaraugus counties, running thence westerly to the city of Jamestown, thence northwesterly by the way of Mayville, to Westfield.

Amended by L. 1911, ch. 747.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ORANGE COUNTY								
1	Route No. 3, Highland Falls.	Mine Lake.....	5328	4.93				
2	Mine Lake.....	Central Valley: Albany Turn.	5328A	0.90			6.27	
3	Central Valley: Mt. Ave.....	"The Pines".....	157		0.47			
4	"The Pines".....	Edwards Corners.....	115		1.13			
5	Edwards Corners.....	Harriman.....						0.60
6	Harriman.....	Monroe: So. Corp. Line.....	46		1.52			
7	Monroe: So. Corp. Line.....	Oxford.....	5144	3.31				
8	Oxford.....	L. & H. R. R. Crossing.....	5297	2.83				
..	.. & H. R. R. Crossing.....	East Chester.....						0.37
..	East Chester.....	Chester: No. Corp. Line.....	5297	1.11				
9	Chester: No. Corp. Line.....	Otter Kill.....	156		1.36			
10	Otter Kill.....	Goshen: So. Corp. Line.....						1.56
11-12	Goshen: So. Corp. Line.....	Goshen: No. Corp. Line.....						1.26
13	Goshen: No. Corp. Line.....	Middletown: So. Corp. Line.....						5.24
14	Middletown: So. Corp. Line.....	Middletown: South Street.....	City			0.75		
15	Middletown: Geising St.....	Middletown: Wickham Ave.....	City			0.75		
16	Middletown: Wickham Ave.....	Middletown: No. Corp. Line.....	City			0.80		
17	Middletown: No. Corp. Line.....	Sullivan County Line.....	5210	6.78				
				19.86	4.48	2.30	6.27	9.03
SULLIVAN COUNTY								
1	Orange County Line.....	R. R. Crossing (East).....	5510				3.02	
2	R. R. Crossing (East).....	R. R. Crossing (West).....	5510A				0.43	
3	R. R. Crossing (West).....	Sullivan Co. Club.....	5510				5.16	
4	Sullivan Co. Club.....	Neversink River (East).....	5457	3.68				
5	Neversink River (East).....	Bridgeville.....	5457A	0.72				
6	Bridgeville.....	Monticello: E. Corp. Line.....	5457	2.80				
7	Monticello: E. Corp. Line.....	Monticello: W. Corp. Line.....	5490	1.56				
8	Monticello: W. Corp. Line.....	Kinne Brook.....	5035	2.48				
9	Kinne Brook.....	Liberty Town Line.....	5322	4.16				
10	Thompson Town Line.....	Liberty: So. Corp. Line.....	5322	4.29				
11	Liberty: So. Corp. Line.....	Liberty: No. Corp. Line.....	5296	1.37				
12	Liberty: No. Corp. Line.....	Livingston Manor.....	5223	8.54				
13, 14	Livingston Manor.....	Delaware County Line.....	5234				8.51	
				29.60			17.12	

STATE ROUTE No. 4 — Continued

Section number	FROM	TO	Highway number	MILES COMPLETED		Town or corporation	Miles under tract	Approximate mileage to be built
				State	County			
DELAWARE COUNTY								
1-3	Sullivan County Line	Horton	5340	0.84				
4-6	Horton	East Branch Bridge	5383				7.21	
7	East Branch Bridge	Tyler Switch	5246	6.50				
8	Tyler Switch	Hancock: W. Corp. Line	5456	6.91				
9, 10	Hancock: W. Corp. Line		5167	8.64				
11		Deposit: Myrtle Ave	5045	2.91				
11A	Deposit: Myrtle Ave	Deposit: Del. River Bridge	5045	0.08				
12	Deposit: Del. River Br	Broome County Line	5338	0.38				
				32.31			7.21	
BROOME COUNTY								
1	Delaware County Line	Deposit: W. Corp. Line	5338	0.85				
2	Deposit: W. Corp. Line	Ouquaga Station	265		2.78			
3	Ouquaga Station	Gulf Summit Road	5338	2.95				
4 5	Gulf Summit Road	Windsor: W. Corp. Line	5338	9.56				
6	Windsor: W. Corp. Line	Oceanum	5241	3.15				
7	Oceanum	W. Windsor	5148	3.63				
8	W. Windsor	Park Bridge	5022	3.00				
8A	Park Bridge	Binghamton: E. Corp. Line	127		2.08			
9	Binghamton: E. Corp. Line	Binghamton: State Hospital	5390	0.83				
10	Binghamton: State Hospital	Binghamton: Alice St.	5339	1.03				
11	Binghamton: Alice St.	Binghamton: Oak St.	City			1.84		
12	Binghamton: Oak St.	Binghamton: W. Corp. Line	5377	1.49				
13	Binghamton: W. Corp. Line	Lestershire: So. Corp. Line	444		1.14			
14	Lestershire: So. Corp. Line	D., L. & W. R. R. (South)	5377	0.17				
	D., L. & W. R. R. (South)	D., L. & W. R. R. (North)						0.20
	D., L. & W. R. R. (North)	Lestershire: Main St. ext.	5377					0.25
15	Lestershire: Riverside Drive	Hooper	125		2.96			
	Hooper	Union: E. Corp. Line	174		2.17			
16	Union: E. Corp. Line	Susquehanna River Bridge	5412	0.28				
	Susquehanna River Bridge	Mercereau Crossing	420		1.63			
17	Mercereau Crossing	Harris Crossing	5215	0.77				
18	Harris Crossing	Tioga County Line	420		1.22			
				27.73	13.98	1.84		0.45
TIOGA COUNTY								
1-6	Broome County Line	Owego: Court St. Bridge	5215	9.95				
7	Owego: Court St. Bridge	Owego: Park and Main Sts	Village			0.18		
8	Owego: Park St.	Smithboro	5257	9.71				
9	Smithboro	Wilson	5168	4.47				
	Wilson	Lehigh Valley R. R., East	5129	0.09				
	Lehigh Valley R. R., East	Erie R. R., West	R. R.			0.2		
	Erie R. R., West	Swartwoods	5129	0.35				
	Swartwoods	Hanna Corners	5168	0.87				
10	Hanna Corners	Waverly: Main St.	5049	2.58				
11	Waverly: Main St.	Waverly: E. End School	5333	1.28				
12	Waverly: E. End School	Chemung County Line	5289	0.97				
				30.2		0.45		
CHEMUNG COUNTY								
1	Tioga County Line	Wynkoop Creek	5289	2.68				
2, 3	Wynkoop Creek		5218	4.27				
4		Lowman	5048	2.51				
5	Lowman	Elmira: E. Corp. Line	5207	5.47				
6	Elmira: E. Corp. Line	Elmira: Madison Ave	5392	0.76				
7	Elmira: E. Water St.	Elmira: Division St.	City			1.40		
8	Elmira: Lake St.	Elmira: No. Corp. Line	1195		1.14			
9	Elmira: No. Corp. Line	Elmira Heights: So. Corp. L.	357		0.03			
10	Elmira Heights: So. Corp. L.	Elmira Heights: No. Corp. L.	725		0.90			
11	Elmira Heights: No. Corp. L.	Horseheads: So. Corp. Line	357		1.49			
12	Horseheads: So. Corp. Line	Horseheads: W. Corp. Line	5162	0.99				
13-15	Horseheads: W. Corp. Line	Steuben County Line	358		7.14			
				16.6	10.75	1.40		

STATE ROUTE No. 4—Continued

Section number	FROM	TO	Highway number	Miles Completed			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
STEUBEN COUNTY								
1	Chemung County Line.....	Corning: Chemung River.....	742		4.33			
2	Corning: Chemung River.....	Corning: Conhocton St.....	5401	0.26				
	Corning: Conhocton St.....	Corning: Flint Ave.....	City			1.71		
	Corning: Flint Ave.....	Corning: W. Corp. Line.....	5401	0.59				
3, 4	Corning: W. Corp. Line.....		5026	3.49				
5			5094	2.50				
6-8		Addison: So. Corp. Line.....	5349	5.11				
9-11	Addison: So. Corp. Line.....	Jasper.....	5253	17.07				
12, 13	Jasper.....	Canisteo: North St.....	5348	12.82				
14	Canisteo: North St.....	Hornell: So. Corp. Line.....	5212	3.94				
15	Hornell: So. Corp. Line.....	Hornell: St. James Hospital..	5353	0.13				
16	Hornell: St. James Hospital..	Hornell: Main and Wash. Sts.	City			1.22		
17	Hornell: Main and Wash. Sts.	Hornell: W. Corp. Line.....	5342	0.56				
18	Hornell: W. Corp. Line.....	Allegany County Line.....	5255	3.85				
				50.32	4.33	2.93		
Also:								
	Addison Vil.: Main St.....	Addison Vil.: Erie Depot....	5349	0.15				
				50.47	4.33	2.93		
ALLEGANY COUNTY								
1-4	Steuben County Line.....	Andover: No. Corp. Line.....	5502	12.06				
5	Andover: No. Corp. Line.....	Andover: W. Corp. Line.....	5419	1.51				
6	Andover: W. Corp. Line.....	Wellsville: E. Corp. Line.....	5481	7.22				
7	Wellsville: E. Corp. Line.....	Wellsville: So. Main St.....	5483	0.76				
	Wellsville: E. Dyke St.....	Wellsville.....	Village			1.23		
8	Wellsville.....	Amity Town Line.....	5129	4.50				
9	Amity Town Line.....	Belmont: W. Corp. Line.....	5476	4.64				
10, 11	Belmont: W. Corp. Line.....	Friendship: E. Corp. Line.....	5341	6.80				
12	Friendship: E. Corp. Line.....	R. S. & N. R. R., East.....	5312	1.15				
	P. S. & N. R. R., East.....	P. S. & N. R. R., West.....	5312-B	0.17				
13	P. S. & N. R. R., West.....	Hubbell Corner.....	5312	4.78				
14	Hubbell Corner.....	Cuba: Genesee St.....	5174	2.34				
	Cuba: Main St.....	Cuba: Penn. R. R.....	R 16	*0.20				
15	Cuba: Genesee St.....	Cattaraugus County Line....	5174	1.70				
				47.63		1.23		
Also:								
	Cuba: Genesee St.....	Cuba: Erie R. R.....	5174	0.35				
				47.98		1.23		
CATTARAUGUS COUNTY								
1	Allegany County Line.....	Boyington Corner.....	5174	0.12				
2, 3	Boyington Corner.....	Olean Town Line.....	5137	8.83				
4	Hinsdale Town Line.....	Olean: No. Corp. Line.....	5066	2.94				
5	Olean: No. Corp. Line.....	Olean: No. Union St.....	5099	0.36				
	Olean: Main St.....	Olean: West State Street.....	City			0.65		
	Olean: No. Union St.....	Olean: 15th St.....	City			0.95		
6	Olean: 15th St.....	Allegany: Second St.....	601		3.09			
7	Allegany: Second St.....	Vandalia.....	5264	4.50				
8	Vandalia.....	Carrollton.....	5430	3.88				
9	Carrollton.....	Killbuck.....	5418	4.41				
10	Killbuck.....	Salamanca: Erie R.R.....	5265	1.07				
	Salamanca: Erie R. R.....	Salamanca: Main St.....	City			0.75		
	Salamanca: Wildwood St.....	Salamanca: Broad St.....	City			0.20		
	Salamanca: Main St.....	Salamanca: Frank St.....	City			0.30		
11	Salamanca: Frank St.....	Little Valley Town Line....	5265	3.24				
12	Salamanca Town Line.....	Napoli Town Line.....	5259	6.86				
13	Little Valley Town Line....	Napoli.....						4.06
14	Napoli.....	East Randolph.....						3.80
15	East Randolph.....	Chautauqua County Line....	5258	1.39			5.35	
				37.60	3.09	2.85	5.35	7.80

* Not included in total.

STATE ROUTE No. 4 — Concluded

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
CHAUTAUQUA COUNTY								
1, 2	Cattaraugus County Line....	Poland Center.....	5151	5.20	.....	.....	.....	.....
3	Poland Center.....	Ellicott Town Line.....	5053	2.54	.....	.....	.....	.....
4	Poland Town Line.....	Falconer: E. Corp. Line.....	698	.....	1.04	.....	.....	.....
5	Falconer: E. Corp. Line.....	Jamestown: E. Corp. Line...	5067	1.06	.....	.....	.....	.....
6	Jamestown: E. Corp. Line...	Jamestown: W. 8th St.	City	.....	.....	2.30	.....	.....
7	Jamestown: W. 8th St.	Jamestown: W. Corp. Line...	5201	1.48	.....	.....	.....	.....
8	Jamestown: W. Corp. Line..	Bemus Pt.: So. Corp. Line...	5217	1.14	.....	.....	6.82	.....
9	Bemus Pt.: So. Corp. Line...	Starr Farm.....	5245	5.96	.....	.....	.....	.....
10	Starr Farm.....	Mayville: Main St.....	5263	.....	.....	.....	5.51	.....
10½	Mayville: Chautauqua St....	Mayville: No. Corp. Line...	5596	.....	.....	.....	0.79	.....
11	Mayville: No. Corp. Line....	Westfield: So. Corp. Line....	5434	4.44	.....	.....	0.05	.....
12	Westfield: So. Corp. Line....	Westfield: Main St.....	5320	1.07	.....	.....	.....	.....
Route totals.....				22.89	1.04	2.30	13.17	.....
				315.44	37.67	15.30	49.12	17.28
Total miles in Route No. 4..... 434.81								

STATE ROUTE No. 4A

Beginning at the city of Binghamton, on route number four, running thence northerly and northwesterly to Whitney Point, running thence northwesterly along the Tioughnioga river, by way of Lisle and Killawog, through a point to be determined by the highway commission on the dividing line between Broome and Cortland counties, to Marathon, and from thence through Messengerville and Blodgett Mills, to Cortland, as determined by the commission, connecting thereat with route number nine.

Amended by L. 1911, ch. 807.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
BROOME COUNTY								
1-2	Binghamton: Route 4.....	Chenango Forks.....	Rt. 8	*0.82	*4.64	*0.63		*5.89
3-4	Chenango Forks.....	Itasca.....						5.43
5-7	Itasca.....	Whitney Pt.: So. Corp. L.....						3.00
8	Whitney Pt.: So. Corp. L.....	Whitney Pt.: No. Corp. L.....						2.05
9-11	Whitney Pt.: No. Corp. L.....	Lisle: So. Corp. Line.....						1.00
12	Lisle: So. Corp. Line.....	Lisle: East Corp. Line.....						0.70
	Lisle: East Corp. Line.....	Cortland County Line.....						4.40
								16.58
CORTLAND COUNTY								
1	Broome Co. Line.....	Marathon: So. Corp. Line...	5595				1.90	
2	Marathon: So. Corp. Line.....		5595				1.85	
3		Messenzerville.....						2.20
4	Messenzerville.....	Snyder Hill.....						3.50
5	Snyder Hill.....	Blodgett Mills.....						3.60
6	Blodgett Mills.....							1.80
7		Cortland: E. Corp. Line.....	111		0.75			
8	Cortland: E. Corp. Line.....	Cortland: Port Watson St....	City			0.49		
	Cortland: ———— St.....	Cortland: Main St., Rt. 9...	R. 10			*0.95		
					0.75	0.49	3.75	11.10
					0.75	0.40	3.75	27.68
		Route totals.....						
Total miles in Route No. 4A..... 32.58								

* Not included in total.

STATE ROUTE No. 4B

Beginning at a point on route number four to be determined by the commission, at or near Canisteo, in the county of Steuben, running thence southerly by way of Greenwood to Rexville; running thence southerly and westerly to a point to be determined by the commission on the dividing line between the counties of Steuben and Allegany; and running thence southerly and westerly to Whitesville, Allegany county.
Amended by L. 1912, ch. 474.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
STEUBEN COUNTY								
1	Canisteo: Hornell St., Rt. 4.	Hartsville Road	5537	1.72				
2	Hartsville Road	Bennett Creek						3.65
3	Bennett Creek	N. Y. & P. R. R.						1.44
4	N. Y. & P. R. R.	Greenwood: Bennett Creek						3.71
5	Greenwood: Bennett Cr.	Rexville						3.40
6	Rexville	N. Y. & P. R. R.						2.56
7	N. Y. & P. R. R.	Allegany County Line						3.97
				1.72				18.64
ALLEGANY COUNTY								
1	Steuben County Line	Whitesville						2.19
								2.19
		Route totals		1.72				20.83
		Total miles in Route No. 4B						22.55

STATE ROUTE No. 5

Commencing at the city of Kingston, running thence to a point on the boulevard to be erected by the city of New York near the present village of West Hurley, thence northerly and westerly by the way of Woodstock, Bearsville and Pine Hill, to a point to be determined by the commission, on the dividing line between Delaware and Ulster counties, running thence westerly to Margaretville, running thence northerly by the way of Roxbury to Grand Gorge, running thence northwesterly to a point to be determined by the commission, on the dividing line between Schoharie and Delaware counties, running thence northwesterly and westerly to a point to be determined by the commission, on the dividing line between Delaware and Schoharie counties, running thence northwesterly and westerly by the way of Harpersfield, North Kortright and Davenport, to a point to be determined by the commission, on the dividing line between Otsego and Delaware counties, running thence to Oneonta, Otsego county, running thence northeasterly along route number seven to Colliers; running thence northerly in Otsego county by the way of Cooperstown and Richfield Springs to a point to be determined by the commission, on the dividing line between Herkimer and Otsego counties; running thence northerly to Mohawk connecting with route number six.
Amended by L. 1910, ch. 573.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- miles under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
ULSTER COUNTY								
	Route No. 3, Albany Ave. . . .	Kingston: No. Corp. Line . . .	City			1.00		
1	Kingston: No. Corp. Line . . .	West Hurley	5173	4.82				
2	West Hurley	Woodstock Road	N.Y.C.			2.40		
3	Glenford Road	Woodstock	5570				2.97	
4	Woodstock	Bearsville	37		2.39			
5	Bearsville	Wittenberg						3.30
6	Wittenberg	Beechford						3.53
7	Beechford	Mt. Pleasant	16	}	5.45			
8	Mt. Pleasant	Phoenicia	16					

STATE ROUTE No. 5 — Concluded

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ULSTER COUNTY — Concluded								
9	Phoenicia.....	Allaben.....	117	.....	5.09	.....	.....	.....
10	Allaben.....	Big Indian.....	31	.....	5.72	.....	.....	.....
11	Big Indian.....	Pine Hill: So. Corp. Line.....	31	.....	.....	.....	.....	.....
12	Pine Hill: So. Corp. Line.....	Delaware County Line.....	5177	2.30	.....	.....	.....	.....
				7.12	18.65	3.40	2.97	6.88
DELAWARE COUNTY								
1	Ulster County Line.....	Griffin Corners.....	5177	1.34	.....	.....	.....	.....
2	Griffin Corners.....	Fleischmanns.....	36	.....	1.57	.....	.....	.....
3	Fleischmanns.....	Margaretville: E. Corp. L....	239	.....	4.96	.....	.....	.....
4	Margaretville: E. Corp. L....	Halcottsville.....	5384	6.13	.....	.....	.....	.....
5	Halcottsville.....	Roxbury.....	5459	6.09	.....	.....	.....	.....
6	Roxbury.....	Roxbury: E. Branch Bridge..	216	.....	0.75	.....	.....	.....
7	Roxbury: E. Branch Bridge..	Grand Gorge Station.....	5459	5.66	.....	.....	.....	.....
8	Grand Gorge Station.....	Grand Gorge.....	217	.....	1.00	.....	.....	.....
9	Grand Gorge.....	Schoharie County Line.....	5343	3.42	.....	.....	.....	.....
SCHOHARIE COUNTY								
1	Delaware County Line (Town of Roxbury).....	Delaware County Line (Town of Stamford).....	5343	3.01	.....	.....	.....	.....
DELAWARE COUNTY — Concluded								
9A	Schoharie County Line.....	Stamford: E. Corp. Line.....	5343	0.85	.....	.....	.....	.....
10	Stamford: E. Corp. Line.....	Stamford: W. Corp. Line.....	5343	1.34	.....	.....	.....	.....
10A	Stamford: W. Corp. Line.....	Harpersfield.....	5343	3.47	.....	.....	.....	.....
11	Harpersfield.....	North Kortright.....	5443	3.64	.....	.....	.....	.....
11A	North Kortright.....	Davenport Town Line.....	5443	3.03	.....	.....	.....	.....
12	Kortright Town Line.....	Davenport.....	5443	3.10	.....	.....	.....	.....
12A	Davenport.....	Davenport Center.....	5443	4.65	.....	.....	.....	.....
13, 14	Davenport Center.....	Otsego County Line.....	5445	5.39	.....	.....	.....	.....
				48.11	8.28	.....	.....	.....
OTSEGO COUNTY								
1	Delaware County Line.....	Oneonta: Luther St.....	5455	2.50	.....	.....	.....	.....
2	Oneonta: Luther St.....	Route No. 7: Chestnut St....	City	.....	.....	0.39	.....	.....
	Oneonta: Chestnut St.....	Colliers.....	Rt. 7	*1.36	*3.12	*0.86	.....	.....
3	Colliers.....	Milford Center.....	318	.....	2.03	.....	.....	.....
4, 5	Milford Center.....	Milford: So. Corp. Line.....	674	.....	5.90	.....	.....	.....
6	Milford: So. Corp. Line.....	Milford: Main St.....	783	.....	0.33	.....	.....	.....
7	Milford: Main St.....	Hartwick Seminary.....	5445	7.75	.....	.....	.....	.....
8	Hartwick Seminary.....	Cooperstown: So. Corp. L....	5445		.....	.....	.....	.....
9 A, B	Cooperstown: So. Corp. L....	Cooperstown: No. Corp. L....	.....	.....	.....	.....	.....	1.59
10	Cooperstown: No. Corp. L....	Fly Creek.....	.....	.....	.....	.....	.....	2.10
11	Fly Creek.....	Exeter Town Line.....	.....	.....	.....	.....	.....	4.10
12	Otsego Town Line.....	Lake View Point.....	.....	.....	.....	.....	.....	3.50
13	Lake View Point.....	Trout Brook Bridge.....	5037	3.51	.....	.....	.....	.....
14	Trout Brook Bridge.....	Richfield Spgs.: Mai St....	5624	.....	.....	.....	0.66	.....
	Richfield Spgs.: Prospect St..	Richfield Spgs.: Church St..	1409	.....	.....	.....	0.40	.....
15	Richfield Spgs.: Main St....	Herkimer County Line.....	5624	.....	.....	.....	0.38	.....
				13.76	8.26	0.39	1.44	11.20
HERKIMER COUNTY								
1, 2	Otsego County Line.....	Jordanville.....	5524	5.27	.....	.....	.....	.....
3	Jordanville.....	Paines Hollow.....	5584	.....	.....	.....	4.21	.....
4	Paines Hollow.....	Ford Creek.....	5579	.....	.....	.....	4.48	.....
5	Ford Creek.....	Mohawk: So. Corp. Line.....	5579	.....	.....	.....	2.07	.....
7	Mohawk: So. Corp. Line.....	Mohawk.....	5631	.....	.....	.....	0.71	.....
	Mohawk.....	Mohawk: Main St., Rt. 6....	Village	.....	.....	0.05	.....	.....
				5.27	.....	0.05	11.47	.....
Route totals.....				77.27	35.19	3.84	15.88	18.08
Total miles in Route No. 5.....								150.26

* Not included in total.

STATE ROUTE No. 5C

Commencing in the village of Palenville, so-called, on the northerly side of the creek at a point where the Kaaterskill road intersects the Catskill-Tannersville highway in the town of Catskill, Greene county; thence westerly through the Kaaterskill clove to a point where the easterly entrance leading to Twilight park intersects said Catskill-Tannersville highway, and over a route to be determined by the commission.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
1, 2	Palenville.....	GREENE COUNTY Haines Falls.....	5588	.....	.....	.....	3.95	.....
Total miles in Route No. 5C.								3.95

STATE ROUTE No. 6

Commencing at a point to be determined by the commission at the city of Albany, running thence northwesterly to a point to be determined by the commission, on the dividing line between Schenectady and Albany counties, running thence northwesterly to the city of Schenectady, running thence northwesterly from the city of Schenectady to a point to be determined by the commission, on the dividing line between Montgomery and Schenectady counties, to the city of Amsterdam, thence crossing the Mohawk river to the south side, thence along the south side through Fort Hunter to the village of Fultonville, thence across the river to the north side, running thence westerly and northwesterly through Montgomery county by the way of Fonda and St. Johnsville, to a point at or near East Creek, on the dividing line between Herkimer and Mont- gomery counties, running thence westerly and northwesterly by the way of Little Falls and Her- kimer, from Herkimer westerly by the way of Mohawk, Ilion and Frankfort to a point to be deter- mined by the commission, on the dividing line between Herkimer and Oneida counties, and thence to the city of Utica, running thence westerly from the city of Utica to Oneida, on the dividing line between Madison and Oneida counties, running thence westerly by the way of Chittenango, to a point to be determined by the commission on the dividing line between Onondaga and Madison counties, running thence westerly by the way of Fayetteville, to the city of Syracuse, running thence from the city of Syracuse by the way of Camillus and Elbridge, to a point to be determined by the commission, on the dividing line between Cayuga and Onondaga counties, running thence southwesterly to the city of Auburn, running thence from the city of Auburn to a point to be deter- mined by the commission on the dividing line between Seneca and Cayuga counties, running thence westerly to Seneca Falls, thence southerly through the village of Seneca Falls to the south side of Seneca lake outlet, thence westerly on the south side of Seneca lake outlet to a point at the foot of Seneca lake, running thence westerly to a point to be determined by the commission on the dividing line between Ontario and Seneca counties, running thence westerly to Geneva, running thence westerly from Geneva to Canandaigua, running thence westerly to a point to be determined by the commission, on the dividing line between Livingston and Ontario counties, running thence westerly by the way of Avon and Caledonia, to a point to be determined by the commission, on the dividing line between Genesee and Livingston counties, running thence westerly by the way of Batavia, to a point to be determined by the commission, on the dividing line between Erie and Genesee counties, running thence westerly to the city of Buffalo, Erie county.

Amended by L. 1910, ch. 573.
Amended by L. 1911, ch. 472.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ALBANY COUNTY								
1	Albany: W. Corp. Line.....	Guilderland.....	5155	5.37	.....	.....	.....	.....
2	Guilderland.....	Schenectady County Line...	5636	.....	.....	.....	3.93	.....
				5.37	.....	.....	3.93	.....
SCHENECTADY COUNTY								
1	Albany County Line.....	Schenectady: So. Corp. L....	.....	.....	.....	.....	.....	2.25
2	Schenectady: So. Corp. L....	Schenectady: Weaver St.....	City	.....	.....	1.40	.....	.....
2A	Schenectady: Weaver St.....	Schenectady: Dock St.....	City	.....	.....	0.40	.....	.....

STATE ROUTE No. 6—Continued

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
SCHENECTADY COUNTY — Concluded								
2B	Schenectady: Dock St.	Schenectady: No. Corp. L.	City			0.60		
3	Scotia: So. Corp. Line	Scotia: Riverside Ave.	5132	0.51				
	Scotia: Riverside Ave.	Scotia: Ballston Ave.	Village			0.22		
	Scotia: Ballston Ave.	Scotia: No. Corp. Line	5132	0.76				
4	Scotia: No. Corp. Line	R. R. Crossing (South)	5030	1.90				
5	R. R. Crossing (South)	R. R. Crossing (North)	5110	0.17				
6	R. R. Crossing (North)	Wyatts	5030	0.19				
7	Wyatts	Montgomery County Line	5110	5.14				
				8.67		2.62		2.25
MONTGOMERY COUNTY								
1	Schenectady County Line	Cranesville	5126	2.24				
2	Cranesville	Amsterdam: E. Corp. Line	180		2.82			
3	Amsterdam: E. Corp. Line	Amsterdam: ———— St.	City			0.25		
3A	Amsterdam: ———— St.	Amsterdam: ———— St.	City			2.09		
4	Amsterdam: ———— St.	Amsterdam: W. Corp. Line	City			1.03		
5	Amsterdam: W. Corp. Line	Ft. Hunter, Schohar. Cr. Br.						3.80
6	Ft. Hunter, Schohar. Cr. Br.	Auriesville						2.90
7	Auriesville	Fultonville: So. Corp. Line						2.70
8	Fultonville: So. Corp. Line	Fultonville: Main St.						0.50
8A	Fultonville: Church St.	Fonda: Main St.	864		0.63			
8B	Fonda: Bridge St.	Fonda: W. Corp. Line						0.75
9	Fonda: W. Corp. Line		155		2.50			
10			5125	4.00				
11		Palatine Bridge: E. Corp. L.	5124	4.25				
12-14	Palatine Bridge: E. Corp. L.	Nelliston: No. Corp. Line	5123	4.06				
15	Nelliston: No. Corp. Line	St. Johnsville: E. Corp. Line	5109	4.79				
16, 17	St. Johnsville: E. Corp. Line	East Can. Ck. Br.: E. End.	5028	3.73				
				23.07	5.95	3.25		9.75
HERKIMER COUNTY								
1	East Can. Ck. Br.: E. End.		5159	0.17				
1A		Little Falls: E. Corp. Line	456		5.32			
2	Little Falls: E. Corp. Line	Little Falls: Alexander St.	5105	1.28				
3	Little Falls: Alexander St.	Little Falls Paper Co.	City			1.40		
4	Little Falls Paper Co.	Little Falls: W. Corp. Line	5105	0.17				
5	Little Falls: W. Corp. Line	W. Canada Creek: E. Side	457		5.20			
5A	W. Canada Creek: E. Side	Herkimer: W. Canada Creek	5411	0.09				
6	Herkimer: W. Canada Creek	Herkimer: Power Canal	5060	0.51				
7	Herkimer: Power Canal	Herkimer: Fair Ground Rd.	Village			0.45		
8	Herkimer: Fair Ground Rd.	Herkimer: W. Corp. Line	5060	0.26				
9	Herkimer: W. Corp. Line	Mohawk: Erie Canal						0.10
10	Mohawk: Erie Canal	Ilion: E. Corp. Line	5170	1.35				
11	Mohawk: W. Corp. Line	Ilion: Otsego St.	5161	0.83				
12	Ilion: Otsego St.	Ilion: Union St.	Village			0.08		
13	Ilion: Union St.	Ilion: W. Corp. Line	5161	0.68				
14, 15	Ilion: W. Corp. Line	Frankfort: W. Corp. Line	5219	2.47				
16	Frankfort: W. Corp. Line		14		1.11			
17			359		1.89			
18		Utica City: E. Corp. Line	5209	3.06				
				10.87	13.52	1.93		0.10
ONEIDA COUNTY								
1	Herkimer County Line	Utica: Blecker St.	5393	0.38				
1A	Utica: W. Corp. Line	New Hartford: E. Corp. Line	250		1.22			
2	New Hartford: E. Corp. Line	New Hartford: W. Corp. Line	5052	0.65				
3	New Hartford: W. Corp. Line	Lairdsville	250		7.31			
4	Lairdsville	Russell Corners	271		4.01			
5	Russell Corners	Gray Corners	140		0.72			
5A	Gray Corners	Vernon: E. Corp. Line	271		0.45			
6	Vernon: E. Corp. Line	Vernon: W. Corp. Line	5034	0.60				
7	Vernon: W. Corp. Line	Oneida Community Road	271		3.91			
7A	Oneida Community Road		139		0.10			
7B		Oneida Castle: E. Corp. L.	271		0.16			
8	Oneida Castle: E. Corp. Line	Oneida Castle: Madison Co.	5034	0.81				
				2.44	17.88			

STATE ROUTE No. 6 — Continued

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
MADISON COUNTY								
1	Oneida County Line.....	Oneida: Lenox Ave.....	5078	2.56				
2, 3	Oneida: Seneca Ave.....	Sullivan Town Line.....	726		5.84			
4	Lenox Town Line.....	Chittenango: E. Corp. Line.....	5014	3.20				
5	Chittenango: E. Corp. Line.....	Onondaga County Line.....	5120	3.31				
				9.07	5.84			
ONONDAGA COUNTY								
0	Madison County Line.....	Mycenae.....	555		0.85			
1	Mycenae.....	Fayetteville: E. Corp. Line.....	5625				3.94	
2	Fayetteville: E. Corp. Line.....	Fayetteville: W. Corp. Line.....						0.89
3	Fayetteville: W. Corp. Line.....	De Witt.....	5587				2.50	
4	De Witt.....	Syracuse: E. Corp. Line.....	5587				2.25	
	Syracuse: E. Corp. Line.....	Syracuse: _____ St.....	5587				0.37	
	Syracuse: _____ St.....	Syracuse: W. Corp. Line.....	City			4.57		
5	Syracuse: W. Corp. Line.....	Solvay: W. Corp. Line.....	5396	0.69				
6	Solvay: W. Corp. Line.....	Camillus Town Line.....	132		1.13			
7	Geddes Town Line.....	Camillus Hill.....	5016	3.09				
8, 9	Camillus Hill.....	Camillus: Elm St.....	5318	1.20				
10	Camillus: Elm St.....	Hallstead Corners.....	5143	5.03				
11	Hallstead Corners.....	Elbridge: W. Corp. Line.....	5090	2.51				
12	Elbridge: W. Corp. Line.....	Cayuga County Line.....	487		2.09			
				12.52	4.07	4.57	9.06	0.89
CAYUGA COUNTY								
1, 2	Onondaga County Line.....	Auburn: No. Corp. Line.....	592		5.61			
3	Auburn: No. Corp. Line.....	Auburn: Franklin St.....	5101	1.43				
4	Auburn: Franklin St.....	Auburn: Wall St.....	City			0.90		
5	Auburn: State St.....	Auburn: W. Corp. Line.....	City			1.40		
6	Auburn: W. Corp. Line.....	Montezuma Town Line.....	590		7.95			
7	Aurelius Town Line.....	Seneca County Line.....	5042	0.33				
				1.76	13.57	2.30		
SENECA COUNTY								
1	Cayuga County Line.....	Seneca Falls: Rumsey St.....	5042	3.00				
2		Seneca Falls: W. Corp. Line.....	5100	2.53				
3	Seneca Falls: Rumsey St.....	Waterloo: E. Corp. Line.....						0.60
	Seneca Falls: W. Corp. Line.....	Waterloo: Fayette St.....						1.60
4	Waterloo: E. Corp. Line.....	Seneca River (East).....	5087	4.61				1.00
5	Waterloo: Fayette St.....	Seneca River (West).....	B. C.					0.13
5A	Seneca River (East).....	Geneva: E. Corp. Line.....	5087	1.30				
6	Seneca River (West).....							
				11.44				3.33
ONTARIO COUNTY								
1	Geneva: E. Corp. Line.....	Geneva: No. Exchange St.....	5620	0.32				
1A	Geneva: Lake St.....	Geneva: Pulteney St.....	City			1.00		
2	Geneva: Pulteney St.....	Preemption Road.....	5473	1.30				
3	Preemption Road.....	Seneca Town Line.....	333		0.62			
4	Geneva Town Line.....	Hopewell Town Line.....	146		5.62			
5	Seneca Town Line.....	Canandaigua: E. Corp. Line.....	207		6.21			
6	Canandaigua: E. Corp. Line.....	Canandaigua: Main St.....	5015	1.19				
6A	Canandaigua: _____ St.....	Canandaigua: West Ave.....	City			0.90		
7	Canandaigua: Main St.....	Canandaigua: W. Corp. Line.....	5386	0.91				
8	Canandaigua: W. Corp. Line.....	Gunn Corners.....	5576	4.69				
9	Gunn Corners.....	Black Corners.....	188		1.27			
10, 11	Black Corners.....	W. Bloomfield School.....	5081	5.26				
12	W. Bloomfield School.....	W. Bloomfield Brook.....	5041	1.23				
12A	W. Bloomfield Brook.....	W. Bloomfield: North Ave.....	485		0.17			
12B	W. Bloomfield: North Ave.....	Livingston County Line.....	5041	1.17				
				16.57	13.89	1.90		

STATE ROUTE No. 6 — Concluded

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
LIVINGSTON COUNTY								
1	Ontario County Line.....	Lima Reservoir.....	5142	4.05				
2	Lima Reservoir.....	Genesee River.....	5302	6.40				
3-6	Genesee River.....	Caledonia: Main St.....	5273	6.30				
7	Caledonia: State St.....	Genesee County Line.....	5021	2.95				
				19.70				
GENESEE COUNTY								
1	Livingston County Line.....	LeRoy: E. Corp. Line.....	5463	3.24				
2	LeRoy: E. Corp. Line.....	LeRoy: Wolcott St.....						
2A	LeRoy: Wolcott St.....	LeRoy: Lake St.....	Village			1.70		
3	LeRoy: Lake St.....	LeRoy: W. Corp. Line.....						
4	LeRoy: W. Corp. Line.....	Stafford.....	5136	2.89				
5	Stafford.....	N. Y. C. R. R. Crossing (E.).....	5145	4.44				
5A	N. Y. C. R. R. Crossing (E.).....	Batavia: New E. Corp. L.....	5145A			0.25		
6	Batavia: New E. Corp. L.....	Batavia: Old E. Corp. Line.....	5493	0.27				
7	Batavia: Old E. Corp. Line.....	Batavia: Center St.....	5399	1.09				
	Batavia: Center St.....	Batavia: Ellicott St.....	City			0.32		
	Batavia: Ellicott St.....	Batavia: Old W. Corp. L.....	5399	0.88				
8	Batavia: Old W. Corp. L.....	Batavia: New W. Corp. L.....	586		0.11			
	Batavia: New W. Corp. L.....	East Pembroke.....	586		5.47			
9	East Pembroke.....	Will Corners.....	5020	3.46				
10, 11	Will Corners.....	Erie County Line.....	5090	4.47				
				20.74	5.58	2.27		
ERIE COUNTY								
1	Genesee County Line.....	Clarence.....	131		6.58			
2	Clarence.....	Transit Road.....	130		5.63			
3	Transit Road.....	Williamsville: E. Corp. Line.....	87		1.93			
4	Williamsville: E. Corp. Line.....	Williamsville: W. Corp. Line.....	5061	1.08				
5	Williamsville: W. Corp. Line.....	Buffalo: E. Corp. Line.....	69		3.42			
				1.08	17.56			
Route totals.....				143.30	97.83	18.81	12.99	16.32
Total miles in Route No. 6.....				249.31				

STATE ROUTE No. 6A

Commencing at and intersecting route number six in the town of Tyre, in the county of Seneca, at a point known as Dutcher's Corners, thence westerly along the road known as the old free-bridge state road through the towns of Tyre and Junius to a point, to be determined by the commission, on the dividing line between the counties of Seneca and Ontario near the railroad station at West Junius on the Pennsylvania division of the New York Central and Hudson River railroad running from Lyons to Geneva; thence, passing such station, along said old free-bridge state road to the village of Phelps.

Amended by L. 1911, ch. 660.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
SENECA COUNTY								
1	Route 6, Dutcher's Corners..	Magee.....						4.10
2	Magee.....	Coad.....						3.20
3	Coad.....	Ontario County Line.....						3.10
								10.40
ONTARIO COUNTY								
1	Seneca County Line.....	West Junius.....						0.80
2	West Junius.....	Phelps: E. Corp. Line.....	5437	3.72				
				3.72				0.80
	Route totals.....			3.72				11.20
Total miles in Route No. 6A.....								14.92

STATE ROUTE No. 7

Commencing at a point to be determined by the commission on the dividing line between the town of Binghamton in Broome county, and Pennsylvania, running thence northerly to the city of Binghamton; running thence northerly and northeasterly from the city of Binghamton on the east side of Chenango river, by the way of Port Crane, Sanitaria Springs and Harpersville, to Nineveh, on the dividing line between Chenango and Broome counties, running thence northeasterly along the Susquehanna valley, to a point to be determined by the commission, on the dividing line between Chenango and Otsego counties, at or near Sidney, running thence northeasterly along the Susquehanna valley to Oneonta, running thence northeasterly from Oneonta by way of Maryland and Worcester, to a point to be determined by the commission, on the dividing line between Schoharie and Otsego counties, running thence easterly by the way of Cobleskill to a point to be determined by the commission, on the dividing line between Albany and Schoharie counties at or near West Berne, to Berne, thence to East Berne, thence to a point at Thompson's Lake, known as Secor's Church, thence to the top of the present so-called "Indian Ladder" road, thence in a southerly direction to New Salem, and thence to New Scotland, Slingerlands, and to the city of Albany.

Amended by L. 1911, ch. 751.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
BROOME COUNTY								
1	Pennsylvania State Line.....	Hawleyton.....						2.80
2	Hawleyton.....	Binghamton: So. Corp. Line.....						4.90
3	Binghamton: So. Corp. Line.....	Binghamton: Vestal St.....	City			1.25		
4	Binghamton: Vestal St.....	Binghamton: Linden St.....	City			2.49		
5	Binghamton: Linden St.....	Binghamton: No. Corp. L....	5440	0.41				
6	Binghamton: No. Corp. L....	Port Dickinson: No. Corp. L.....	5506	1.27				
7	Port Dickinson: No. Corp. L.....		134		2.17			
7A		Port Crane.....	175		1.84			
8	Port Crane.....	Colesville Town Line.....	5242	2.63				

STATE ROUTE No. 7 — Continued

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
BROOME COUNTY — Concluded								
9	Fenton Town Line.....	D. & H. R. R. (W. Crossing).	266	.....	0.23	.....	.....	.....
10	D. & H. R. R. (W. Crossing).	D. & H. R. R. (E. Crossing).	5242	0.59	.....	.....	.....	.....
10A	D. & H. R. R. (E. Crossing).	Sanitaria Springs.....	266	.....	0.60	.....	.....	.....
11, 12	Sanitaria Springs.....	Harpursville.....	5243	8.93	.....	.....	.....	.....
13	Harpursville.....	Railroad Crossing.....	210	.....	0.70	.....	.....	.....
14	Railroad Crossing.....	Harpursville Station.....	5200	0.43	.....	.....	.....	.....
15	Harpursville Station.....	Chenango County Line.....	209	.....	0.93	.....	.....	.....
				14.23	6.47	3.74	.....	7.70
CHENANGO COUNTY								
1	Broome County Line.....	D. & H. R. R. Crossing (So.).	5200	2.31	.....	.....	.....	.....
1A	D. & H. R. R. Crossing (So.).	D. & H. R. R. Crossing (No.).	.....	.....	.....	.....	.....	0.21
2	D. & H. R. R. Crossing (No.).	Afton: Main St. Crossing....	5200	2.87	.....	.....	.....	.....
3	Afton: Main St. Crossing....	Afton Lake.....	5261A	.....	.....	.....	.....	0.72
4	Afton Lake.....	Bainbridge: So. Corp. Line...	5261	4.44	.....	.....	.....	.....
4A	Bainbridge: So. Corp. Line...	Railroad Crossing (E.).....	.....	.....	.....	.....	.....	0.12
5	Railroad Crossing (E.).....	.....	5013	2.92	.....	.....	.....	.....
6	.....	Robbins Crossing (So.).	5451	0.23	.....	.....	.....	.....
6A	Robbins Crossing (So.).	Robbins Crossing (No.).	R. R.	.....	.....	0.18	.....	.....
7	Robbins Crossing (No.).	.....	5013	0.70	.....	.....	.....	.....
8	.....	Unadilla River Bridge.....	5216	1.07	.....	.....	.....	.....
				14.51	.....	0.18	.....	1.05
OTSEGO COUNTY								
1	Unadilla: River Bridge.....	N. Y., O. & W. R. R., West.	703	.....	0.19	.....	.....	.....
	N. Y., O. & W. R. R., West.	N. Y., O. & W. R. R., East.	.....	.....	.....	.....	.....	0.40
	N. Y., O. & W. R. R., East.	Unadilla: W. Corp. Line....	703	.....	4.08	.....	.....	.....
2	Unadilla: W. Corp. Line....	Unadilla: E. Corp. Line....	5202	1.93	.....	.....	.....	.....
3-7	Unadilla: E. Corp. Line....	Wells Bridge.....	5229	4.71	.....	.....	.....	.....
8, 9	Wells Bridge.....	Otego: Otsdawa Road.....	5153	4.61	.....	.....	.....	.....
10	Otego: Otsdawa Road.....	Otego: E. Corp. Line.....	782	.....	0.12	.....	.....	.....
11	Otego: E. Corp. Line.....	Oneonta Town Line.....	675	.....	3.34	.....	.....	.....
12	Otego Town Line.....	Shady Side.....	317	.....	2.73	.....	.....	.....
13	Shady Side.....	Oneonta: Kearney St.....	675	.....	0.65	.....	.....	.....
14	Oneonta: Kearney St.....	Oneonta: No. Sand St.....	City	.....	.....	2.00	.....	.....
15	Oneonta: No. Sand St.....	Oneonta: ———— St.....	787	.....	0.47	.....	.....	.....
16	Oneonta: ———— St.....	Emmons Corner.....	162	.....	1.39	.....	.....	.....
17	Emmons Corner.....	Milford Town Line.....	316	.....	1.26	.....	.....	.....
18	Milford Town Line.....	Colliersville.....	5138	1.33	.....	.....	.....	.....
19	Colliersville.....	Maryland.....	5240	5.68	.....	.....	.....	.....
20	Maryland.....	Schenevus: W. Corp. Line...	319	.....	3.66	.....	.....	.....
21, 22	Schenevus: W. Corp. Line...	Worcester: Decatur Creek...	5247	5.49	.....	.....	.....	.....
23	Worcester: Decatur Creek...	Worcester: Mill St.....	220	.....	0.71	.....	.....	.....
24	Worcester: Mill St.....	E. Worcester (Railroad).....	5247	4.70	.....	.....	.....	.....
25	E. Worcester (Railroad).....	Alvord Corner.....	.....	.....	.....	.....	.....	0.25
26	Alvord Corner.....	Schoharie County Line.....	5247	2.01	.....	.....	.....	.....
				30.49	18.60	2.00	.....	0.65
SCHOHARIE COUNTY								
1	Otsego County Line.....	Richmondville: W. Corp. L..	5458	3.25	.....	.....	.....	.....
2	Richmondville: W. Corp. L..	Cobleskill: W. Corp. Line....	5458	5.24	.....	.....	.....	.....
3	Cobleskill: W. Corp. Line....	Cobleskill: Elm St.....	5458	0.44	.....	.....	.....	.....
4	Cobleskill: Elm St.....	Cobleskill: Rose St.....	.....	.....	.....	.....	.....	0.30
	Cobleskill: Rose St.....	Cobleskill: East St.....	Village	.....	.....	1.00	.....	.....
5	Cobleskill: East St.....	Schoharie Town Line.....	5286	4.74	.....	.....	.....	.....
6	Cobleskill Town Line.....	Diets Corners.....	5195	5.05	.....	.....	.....	.....
7	Diets Corners.....	Wright Town Line.....	5086	3.20	.....	.....	.....	.....
8	Schoharie Town Line.....	Gallupville.....	5086	1.82	.....	.....	.....	.....
9	Gallupville.....	Albany County Line.....	5039	3.37	.....	.....	.....	.....
				27.11	.....	1.00	.....	0.25

STATE ROUTE No. 7 — Concluded

Section number	FROM	TO	Highway number:	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ALBANY COUNTY								
1	Schoharie County Line.....	West Berne.....	5039	0.64				
2	West Berne.....	Berne.....	192		2.74			
3	Berne.....	East Berne.....	566		3.60			
4	East Berne.....	Thompsons Lake.....	5501	2.86				
5-6	Thompsons Lake.....	New Salem.....						5.00
7	New Salem.....	New Scotland.....	366		4.62			
8	New Scotland.....	Slingerlands.....	5010	1.98				
9-10	Slingerlands.....	Albany: Old W. Corp. Line..	5237	4.23				
				9.71	10.96			5.00
		Route totals.....		96.11	36.03	6.92		14.60
Total miles in Route No. 7..... 153.66								

STATE ROUTE No. 7A

Commencing at the city of Schenectady on route number six and running southwesterly to Duanesburg, in the county of Schenectady; thence in a general southwesterly direction, along a course to be determined by the commission, to a point to be determined by the commission upon route number seven in the town of Schoharie in Schoharie county.

Amended by L. 1912, ch. 183.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
SCHENECTADY COUNTY								
1	Schenectady: Helderberg Av., Rt. 6.....	Schenectady: Broadway.....	City			0.20		
2	Schenectady: Broadway.....	Schenectady: W. Corp. L.....	City			0.52		
3	Schenectady: W. Corp. L.....	So. Schenectady Road.....	163		0.58			
4	So. Schenectady Road.....	Princetown Town Line.....	880		2.79			
5	Rotterdam Town Line.....	Duanesburg Town Line.....	5545				3.96	
6	Princetown Town Line.....	Duanesburg.....	5545				1.56	
7	Duanesburg.....	Quaker St.....	5551				3.34	
8	Quaker St.....	Quaker St. (West).....	105		0.35			
9	Quaker St. (West).....	Schoharie County Line.....	1029		4.16			
					7.88	0.72	8.96	
SCHOHARIE COUNTY								
1	Schenectady County Line....	Wright, State Route No. 7...	5619				2.73	
	Route totals.....				7.88	0.72	11.69	
Total miles in Route No. 7A..... 20.29								

STATE ROUTE No. 8A

Commencing at the New York State Women's Relief Corps Home, near the village of Oxford, in the county of Chenango, running thence southerly and westerly to and into the village of Oxford, and connecting with route number eight therein, upon and along the existing public highway between such points.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles u-der con-tract	Approximate mile-age to be built
				State	County	Town or cor-poration		
1, 2	CHENANGO COUNTY		Village 5623					
	Oxford: Route 8.....	Oxford: Chenango River Br..				0.10		
	Oxford: Chenango River Br..	Soldier's Home.....					1.30	
						0.10	1.30	
						0.10	1.30	
Route totals.....								
Total miles in Route No. 8A.....								1.40

STATE ROUTE No. 9

Commencing at a point to be determined by the commission, at or near Horseheads, Chemung county, New York, on route number four, running thence northerly and northeasterly by the way of Horseheads, Breesport and Erin to a point to be determined by the commission on the dividing line between Tioga and Chemung counties, running thence easterly and northeasterly by the way of North Spencer to a point to be determined by the commission on the dividing line between Tompkins and Tioga counties, running thence northerly to the city of Ithaca, running thence northeasterly by the way of a point to be determined by the commission at or near Dryden to a point to be determined by the commission on the dividing line between Cortland and Tompkins counties, running thence northeasterly to Cortland, thence northeasterly by the way of Truxton to a point to be determined by the commission on the dividing line between Madison and Cortland counties at or near De Ruyter, thence northerly to Cazenovia, thence easterly by the way of Morrisville to a point at or near Bouckville on route number eight.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
CHEMUNG COUNTY								
1	Horseheads: C'mung St., Rt. 4	Horseheads: E. Corp. Line...	5163	0.92	.....	.....	.....	.....
2	Horseheads: E. Corp. Line..	Stermer Cors. (Rt. No. 39A)...	356	.....	2.32	.....	.....	.....
3	Stermer Corners.....	Breesport.....	356	.....	3.40	.....	.....	.....
4	Breesport.....	Erin: Mill St.....	356	.....	3.50	.....	.....	.....
5	Erin: Mill St.....	VanEtten Town Line.....	.....	.....	.....	.....	.....	4.00
6	Erin Town Line.....	Cayuta Creek.....	.....	.....	.....	.....	.....	2.62
7	Cayuta Creek.....	Tioga County Line.....	.....	.....	.....	.....	.....	2.81
				0.92	9.22	.....	.....	9.43
TIOGA COUNTY								
1	Chemung County Line.....	Spencer: W. Corp. Line.....	.....	.....	.....	.....	.....	1.76
2	Spencer: W. Corp. Line.....	Spencer: No. Corp. Line.....	.....	.....	.....	.....	.....	1.30
3	Spencer: No. Corp. Line.....	North Spencer.....	.....	.....	.....	.....	.....	2.10
4	North Spencer.....	Tompkins County Line.....	.....	.....	.....	.....	.....	1.90
				.....	.....	.....	.....	7.50
TOMPKINS COUNTY								
1	Tioga County Line.....	West Danby.....	.....	.....	.....	.....	.....	2.60
1A	West Danby.....	Stratton.....	5567	2.85	.....	.....	.....	.....
2	Stratton.....	Allbright Farm.....	5379	2.27	.....	.....	.....	.....
2A	Allbright Farm.....	Felock Corner.....	5567	0.19	.....	.....	.....	.....
2B	Felock Corner.....	Williams Corners.....	5379	0.95	.....	.....	.....	.....
3	Williams Corners.....	Enfield Road.....	5214	0.57	.....	.....	.....	.....
4	Enfield Road.....	Ithaca: So. Corp. Line.....	454	.....	3.06	.....	.....	.....
5	Ithaca: So. Corp. Line.....	Ithaca: Mill St.....	City	.....	.....	0.90	.....	.....

STATE ROUTE No. 9 — Concluded

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract Miles under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
TOMPKINS COUNTY — Concluded								
6	Ithaca: Mill St.	Ithaca: University Ave.	City			0.35		
7	Ithaca: University Ave.	Ithaca: E. Corp. Line.	City			1.40		
8	Ithaca: E. Corp. Line.	Varna.	681		2.43			
9	Varna.	Snyder Corners.	5225	0.53				
9A	Snyder Corners.	Davis Corners.	681		2.29			
10	Davis Corners.	Freeville: W. Corp. Line.	5294	2.95				
11	Freeville: W. Corp. Line.	Dryden: North St.	5294	3.74				
12	Dryden: ——— St.	Dryden: Main St.	1002		0.53			
13	Dryden: North St.	Dryden: E. Corp. Line.						0.00
14	Dryden: E. Corp. Line.	Cortland County Line.						1.45
				14.05	8.31	2.65		4.65
CORTLAND COUNTY								
1	Tompkins County Line.	Virgil.						3.82
2	Virgil.	Cortland Town Line.	5424	3.18				
3	Virgil Town Line.	Cortland: So. Corp. Line.	5424	2.78				
3A	Cortland: So. Corp. Line.	Cortland: Lehigh Val. R. R.	5588	0.23				
3B	Cortland: Lehigh Val. R. R.	Cortland: Tioughnioga Creek.	City			1.70		
4	Cortland: Tioughnioga Creek.	Cortland: No. Corp. Line.	5075	0.53				
5, 6	Cortland: No. Corp. Line.	Truxton Town Line.	738		6.51			
7	Homer Town Line.	Truxton: Catholic Church.	737		3.14			
8	Truxton: Catholic Church.	Truxton: Baptist Church.	40		0.47			
9	Truxton: Baptist Church.	Cuyler Town Line.	737		2.65			
10	Truxton Town Line.	Maxon Creek.	5141	0.85				
11	Maxon Creek.	Mill Creek.	5292	0.87				
10	Mill Creek.	Brown Corners.	5141	1.30				
12	Brown Corners.	Madison County Line.	5472	2.11				
				11.85	12.77	1.70		3.82
MADISON COUNTY								
1	Cortland County Line.	DeRuyter: No. Corp. Line.	5515	0.81				
2	DeRuyter: No. Corp. Line.	Sheds.	5586				4.89	
3	Sheds.	New Woodstock.	5586				3.02	
4	New Woodstock.	Cazenovia: So. Corp. Line.						6.10
5	Cazenovia: So. Corp. Line.	Cazenovia: E. Corp. Line.						1.61
6, 7	Cazenovia: E. Corp. Line.	Morrisville: W. Corp. Line.	5329	10.11				
8	Morrisville: W. Corp. Line.	Morrisville: E. Corp. Line.	5330	0.87				
9	Morrisville: E. Corp. Line.	Bouckville: Route No. 8.	5330	4.76				
				16.55			7.91	7.71
Route totals.				43.37	30.30	4.33	7.91	33.11
Total miles in Route No. 9.				119.04				

STATE ROUTE No. 10

Beginning at the city of Syracuse, running thence southerly to a point to be determined by the commission on the dividing line between Cortland and Onondaga counties, running thence southerly by the way of Homer to Cortland, thence southeasterly by the way of McGrawville, Solon and Willet to a point to be determined by the commission on the dividing line between Chenango and Cortland counties, thence southeasterly by the way of Smithville Flats to Greene, thence easterly by the way of Coventry to Coventryville, thence southeasterly to Afton, connecting with route number seven.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
ONONDAGA COUNTY								
0	Syracuse: Genesee St.	Syracuse:	City			3.28		
1	Syracuse:	Syracuse: So. Corp. Line.	5365	0.26				
2	Syracuse: So. Corp. Line.	East Onondaga.	5365	0.60				
3	East Onondaga.	Dorwin Springs Road.	290		1.06			
4	Dorwin Springs Road.	Lafayette Town Line.	5365	3.31				
5	Indian Reservation Line.	Thomas Corners.	5365	2.70				
6	Thomas Corners.	Lafayette.	76		1.00			
7, 8	Lafayette.	Cortland County Line.	5516				8.73	
				6.87	2.06	3.28	8.73	
CORTLAND COUNTY								
1, 2	Onondaga County Line.	Homer Town Line.	595		5.43			
3, 4	Preble Town Line.	Homer: No. Corp. Line.	510		4.17			
5	Homer: No. Corp. Line.	Homer: So. Corp. Line.	5058	2.01				
6	Homer: So. Corp. Line.	Cortland: No. Corp. Line.	208		0.54			
7	Cortland: No. Corp. Line.	Cortland: Main St.	City			1.08		
7A	Cortland: Cortland St.	Cortland: Port Watson St.	Rt. 9			*0.26		
8	Cortland: Main St.	Cortland: East Corp. Line.	City			1.18		
9	Cortland: E. Corp. Line.	McGrawville: W. Corp. Line.	378		2.92			
10	McGrawville: W. Corp. Line.	Solon.	5436	4.71				
11	Solon.	Taylor Valley.						4.10
12	Taylor Valley.	Cincinnatus Town Line.						3.50
13	Taylor Town Line.	Cincinnatus: W. Main St.						1.80
14	Cincinnatus: Railroad St.	Cincinnatus: So. Main St.	377		0.31			
15	Cincinnatus: W. Main St.	Willet Town Line.						3.90
16	Cincinnatus Town Line.	Georgetown.						2.40
17	Georgetown.	Chenango County Line.						3.60
				6.72	13.37	2.26		19.30
CHENANGO COUNTY								
1	Cortland County Line.	Long Pond.						1.80
2	Long Pond.	Smithville Flats.	5260	3.01				
3	Smithville Flats.	Greene: No. Corp. Line.	218		4.68			
4	Greene: No. Corp. Line.	Greene: E. Corp. Line.						1.30
5	Greene: E. Corp. Line.	Coventry Town Line.						3.60
6	Greene Town Line.	Coventry: Maple St.						3.30
7	Coventry: Maple St.	Coventryville.						2.30
8	Coventryville.	Afton Town Line.						3.20
9	Coventry Town Line.	Afton: No. Corp. Line.						3.80
10	Afton: No. Corp. Line.	Afton: Main St. (Route No. 7)						0.40
				3.01	4.68			19.70
	Route totals.			16.60	20.11	5.54	8.73	39.00
Total miles in Route No. 10.								89.98

* Not included in total.

STATE ROUTE No. 11

Commencing at the city of Ithaca, running thence northerly to a point to be determined by the commission, on the diviling line between Cayuga and Tompkins counties, running thence northerly to the city of Auburn.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract Miles under	Approximate mile- age to be built
				State	County	Town or cor- poration		
TOMPKINS COUNTY								
1	Ithaca: Stewart Ave., Rt. 9	Ithaca: No. Corp. Line.....	City			0.53		
2	Ithaca: No. Corp. Line.....	Lansing Town Line.....	336		1.57			
3	Ithaca Town Line.....	Esty Glen.....	336		1.60			
4	Esty Glen.....	South Lansing.....	5256	3.10				
5	South Lansing.....	Myers.....	5627					2.46
6-7	Myers.....	Lake Ridge.....						6.50
8	Lake Ridge.....	Cayuga County Line.....						1.00
CAYUGA COUNTY								
1	Tompkins County Line.....	King Ferry.....		3.10	3.17	0.53		9.96
2	King Ferry.....	Ledyard.....	5525					2.75
3	Ledyard.....	Wheelers.....	5525	2.23				
4	Wheelers.....	Scipioville.....	5244	2.35				
5	Scipioville.....	Fleming Town Line.....	5244	3.73				
6	Scipio Town Line.....	Hales.....	5244	4.10				
7	Hales.....	Auburn: So. Corp. Line.....	5012	3.69				
8	Auburn: So. Corp. Line.....	Auburn: Swift St.....	5101	2.75				
9	Auburn: Swift St.....	Auburn: Outlet Cr.(Rt.No. 6)	City	0.60		0.90		
				19.45		0.90		2.75
Route totals.....				22.55	3.17	1.43		12.71
Total miles in Route No. 11.....								39.86

STATE ROUTE No. 12

Commencing at a point at or near Horseheads, at a point to be determined by the commission, running thence northerly to a point to be determined by the commission, on the dividing line between Schuyler and Chemung counties, running thence northerly by the way of Watkins, to a point to be determined by the commission, on the dividing line between Yates and Schuyler counties, running thence northwesterly by the way of Dundee, to the village of Penn Yan, running thence northerly to a point on the dividing line between Ontario and Yates counties, running thence northerly to the city of Geneva, running thence northerly from the city of Geneva, to a point to be determined by the commission, on the dividing line between Wayne and Ontario counties, running thence northerly to Lyons, connecting with route number twenty.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract Miles under	Approximate mile- age to be built
				State	County	Town or cor- poration		
CHEMUNG COUNTY								
1	Horseheads: Route No. 9....	Pine Valley: Catherine Cr...	5208	4.41	.....	.....	.....	.....
2	Pine Valley: Catherine Cr...	Schuyler County Line.....	5208	4.39	.....	.....	0.40	.....
				8.80	.....	.....	0.40	.....
SCHUYLER COUNTY								
1, 2	Chemung County Line.....	Fitspatrick Road.....	5208	3.19	.....	.....	.....	.....
3	Fitspatrick Road.....	Montour Falls.....	5160	1.56	.....	.....	.....	.....
4	Montour Falls: ————.....	Watkins: So. Corp. Line.....	5047	1.64	.....	.....	.....	.....
5, 6	Watkins: So. Corp. Line.....	Watkins: No. Corp. Line....	5335	1.75	.....	.....	.....	.....
7-9	Watkins: No. Corp. Line....	Yates County Line.....	5334	.....	.....	.....	6.79	.....
	(Continued Below)							
YATES COUNTY								
1	Schuyler County Line.....	Schuyler County Line.....	5334	.....	.....	.....	0.41	.....
	(Continued Below)							
SCHUYLER COUNTY — (Continued)								
10	Yates County Line.....	Yates County Line	5334	.....	.....	.....	0.65	.....
				8.14	.....	.....	7.44	.....

827

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
YATES COUNTY — (Continued)								
1	Schuyler County Line.....		5108	2.00				
2		Struble Corners.....	5128	2.68				
3	Struble Corners.....	Ovenshire Corners.....	5324	3.50				
4	Ovenshire Corners.....	Milo Town Line.....	5324	2.13				
5	Barrington Town Line.....	Second Milo.....	5324	2.58				
6	Second Milo.....	Penn Yan: So. Corp. Line.....	5324	2.68				
7	Penn Yan: So. Corp. Line.....	Penn Yan: No. Corp. Line.....	5291	1.75				
8	Penn Yan: No. Corp. Line.....	Benton Center.....	5323	3.05				
9	Benton Center.....	Ontario County Line.....	5323	3.20				
				23.57			0.41	
ONTARIO COUNTY								
1	Yates County Line.....	Halls Corners.....	5323	1.90				
2	Halls Corners.....	Seneca.....	635		2.04			
3	Seneca.....	Geneva Town Line.....	635		3.00			
4	Seneca Town Line.....	Hamilton St. (Route No. 6).....	638		1.02			
	Presumption Road.....	Geneva: No. Exchange St.....	Rt. 6	*1.30		*1.00		
5, 6	Geneva: Lake St.....	Geneva: No. Corp. Line.....	City			0.90		
7	Geneva: No. Corp. Line.....	East Cross.....	334		1.69			
8	East Cross.....	West Junius.....	5252	2.80				
9, 10	West Junius.....	Wayne County Line.....	5252	4.57				
				9.27	7.75	0.90		
WAYNE COUNTY								
1	Ontario County Line.....	Lyons: Geneva St.....	5503	2.90				
2	Lyons: Geneva St.....	Lyons: Montezuma St., Rt. 20.....						0.53
				2.90				0.53
	Route totals.....			52.63	7.75	0.90	8.25	0.53
Total miles in Route No. 12.....: 70.11								

STATE ROUTE No. 18

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built	
				State	County	Town or corporation			
STEUBEN COUNTY									
1	Bath: Washington Ave.....	Bath: No. Corp. Line.....	5517	0.86	.....	.....	.....	.....
2	Bath: No. Corp. Line.....	Hermitage	5517	3.41	.....	.....	.....	.....
3	Hermitage.....	Hammondsport: So. Corp. L.	5495	3.48	.....	.....	.....	.....
4	Hammondsport: So. Corp. L.	North Urbana .....	.....	.....	.....	.....	.....	3.30
5	North Urbana.....	Wayne, Schuyler County L. ....	.....	.....	.....	.....	.....	5.10
				7.75	.....	.....	.....	8.40
SCHUYLER COUNTY									
1	Wayne, Steuben County Line	Yates County Line .....	.....	.....	.....	.....	.....	2.60
YATES COUNTY									
1	Schuyler County Line.....	Wortman's Corner .....	.....	.....	.....	.....	.....	2.84
2	Wortman's Corner.....	State Route No. 12.....	.....	.....	.....	.....	.....	1.67
				.....	.....	.....	.....	4.51
Route totals.....				7.75	.....	.....	.....	15.51
Total miles in Route No. 13.....									23.26

STATE ROUTE No. 14

Commencing at Corning, Steuben county, running thence northwesterly by the way of Bath. Avoca to Cohocton, running thence northerly from Cohocton, to a point to be determined by the commission on the dividing line between Ontario and Steuben counties, running thence north-easterly to Naples, running thence northerly from Naples to a point to be determined by the com-mission, connecting with route number six, running thence along route number six, to Black's Corners, and from thence to Holcomb; running thence northwesterly to a point to be determined by the commission on the dividing line between Monroe and Ontario counties, thence northerly to Pittsford, thence westerly, then northerly to the city of Rochester.
Amended by L. 1910, ch. 648.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract Miles under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
STEUBEN COUNTY								
1-3	Corning: W. Corp. Line.....	Painted Post: Public Sq.....	Rt. 4	*1.05				
	Painted Post: Public Sq.....	Campbell.....	5211	8.04				
4	Campbell.....	Savona.....	5224	4.30				
6	Savona.....	School House Creek.....	5224	4.21				
7	School House Creek.....	Bath: East Corp. Line.....	754		1.46			
8	Bath: East Corp. Line.....	Bath: McMaster St.....	Village			0.27		
9, 10	Bath: McMaster St.....	Bath: West Corp. Line.....	5350	1.89				
11	Bath: West Corp. Line.....	Avoca Town Line.....	5204	3.48				
12	Bath Town Line.....	Avoca: So. Corp. Line.....	5204	2.89				
13	Avoca: So. Corp. Line.....	Avoca: No. Corp. Line.....	5351	1.50				
14-15	Avoca: No. Corp. Line.....	Cohocton: So. Corp. Line....	5564				5.90	
16	Cohocton: So. Corp. Line...	Cohocton: No. Corp. Line...	5564				1.41	
17	Cohocton: No. Corp. Line...	Kirkwood.....	5611				2.23	
18	Kirkwood.....	Livingston Co. Line.....	5611				3.53	
				26.31	1.46	0.27	13.07	
Also:								
Savona Four Corners.....		D., L. & W. R. R.....	5224	0.92				
				27.23	1.46	0.27	13.07	
ONTARIO COUNTY								
1	Steuben County Line.....	Naples School No. 5.....	5616				2.26	
2	Naples School No. 5.....	Naples: So. Corp. Line.....	204		0.59			
3	Naples: So. Corp. Line.....	Naples: No. Corp. Line.....	5397	1.71				
4	Naples: No. Corp. Line.....	Griessa Corner.....	205		2.04			
5	Griessa Corner.....	Bristol Springs.....						2.00
5A	Bristol Springs.....	South Bristol.....						4.25
6	South Bristol.....	Bristol Town Line.....						2.00
7	So. Bristol Town Line.....	Bristol Center.....						3.75
8	Bristol Center.....	Fishers Corners.....						2.67
9	Fishers Corners.....	Gunn Corners.....	188		2.36			
	Gunn Corners.....	Black Corners.....	Rt. 6	*1.27				
9A	Black Corners.....	Holcomb.....	188		1.20			
10, 11	Holcomb.....	Monroe County Line.....	5511	5.87				
				7.61	6.19		2.26	14.00
MONROE COUNTY								
1	Ontario County Line.....	Mendon.....	5522	3.97				
2, 3	Mendon.....	Pittsford: So. Corp. Line....	493		6.19			
4	Pittsford: So. Corp. Line....	Erie Canal, Pittsford.....	5435	0.92				
5	Erie Canal, Pittsford.....	Rochester: Old E. Corp. Line	94		4.15			
				4.89	10.34			
Route totals.....				39.73	17.99	0.27	15.33	14.00

Total miles in Route No. 14..... 88.00

* Not included in total.

STATE ROUTE No. 15

Commencing at the junction of Big Creek road and Soneca street road in the town of Hornells-ville, Steuben county, running thence northwesterly within the county of Steuben to and through the village of Arkport, and northerly, within such county, along the road on the easterly side of Arkport valley, known as Dansville road, through Doty's Corners and by way of the Stony Brook Glen road in the town of Dansville, Steuben county, to the Livingston county line; thence through the town of North Dansville in Livingston county to the village of Dansville; thence northerly to the intersection of Gibson and South streets; thence northeasterly along Gibson street to Main street; thence northwesterly along Main street to the intersection of Main and Exchange streets; thence southwesterly along Exchange and South streets to the intersection of South and Gibson streets, and from the intersection of Main and Exchange streets along the highway from Dansville to Groveland station on the east side of the Genesee valley through the towns of North *Dan-ville, Sparta and Groveland to Groveland Station; thence northerly along the highway leading from Groveland station to Genesee on the east side of the Genesee valley in the town of Groveland to its intersection with the improved county highway running from Mount Morris to Genesee; thence westerly through the towns of Groveland and Mount Morris to the village of Mount Morris; thence through the village of Mount Morris northwesterly and northerly by the way of the villages of Moscow and York Center to a point on route number six in the village of Caledonia; thence easterly along route six to Canawaugus; thence northerly to a point to be determined by the com-mission on the dividing line between Livingston and Monroe counties, thence northerly to route sixteen in Scottsville.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
STEUBEN COUNTY								
0	Hornell: Main St.....	P. S. & N. R. R.....	City			0.51		
2A	P. S. & N. R. R.....	Canisteo St. (New Location)..	5130	0.05				
1	Canisteo St. (Old Location)...	Canisteo River Bridge.....	5353	0.10				
2	Canisteo River Bridge.....	Big Creek Bridge.....	5130	1.01				
3	Big Creek Bridge.....	Arkport.....	5254	3.92				
4, 5	Arkport.....	Livingston County Line.....	5352	10.39				
				15.47		0.51		
LIVINGSTON COUNTY								
1	Steuben County Line.....	Dansville: No. Corp. Line...	5398	2.87				
2	Dansville: No. Corp. Line...	West Sparta Station.....						4.00
3	West Sparta Station.....	Groveland Station.....						3.30
4	Groveland Station.....							3.40
5		Shaker Corners.....						3.40
6	Shaker Corners.....	Mt. Morris: E. Corp. Line...	622		1.66			
7	Mt. Morris: E. Corp. Line...	Mt. Morris: Main St.....	855		0.47			
8	Mt. Morris: Mill St.....	Mt. Morris: No. Corp. Line..						1.00
9	Mt. Morris: No. Corp. Line..	Moscow.....						2.70
10	Moscow.....	Wadsworth.....						3.50
11	Wadsworth.....	York.....						3.20
12	York.....	Caledonia Town Line.....	5593				3.64	
13	York Town Line.....	Caledonia: Main St., Rt. 6..	5593				4.05	
	Caledonia: Leicester Road...	Canawaugus.....	Rt. 6	†5.22				
14	Canawaugus, Rt. 6..							2.80
15		Monroe County Line.....						2.00
				2.87	2.13		7.69	29.30
Also:								
	Dansville: Gibson St.....	Dansville: Main St.....	5398	1.53				
				4.40	2.13		7.69	29.30
MONROE COUNTY								
1	Livingston County Line.....	Scottsville: Allen Creek.....	5507	2.14				
2	Scottsville: Allen Creek.....	Scottsville: Cargill Hotel....	79		0.05			
3	Scottsville: Cargill Hotel....	Scottsville: Cale's Ave., Rt.16	5046	0.47				
				2.61	0.05			

* So in original. † Not included in total.

STATE ROUTE No. 15 — Concluded

Also from the point where the street in the village of Arkport, Steuben county, intersects the north and south road leading from Hornell to Doty's Corners, running thence westerly about three-quarters of a mile, thence northwesterly and northerly to Van Scoters Corners, Allegany county, to connect with a proposed county highway in said county.
Amended by L. 1912, ch. 473.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
STEUBEN COUNTY								
3A	Arkport.....	Allegany County Line.....	5532	.....	.....	.....	2.67	.....
ALLEGANY COUNTY								
1	Steuben County Line.....	Van Sooters Corners.....	5532	.....	.....	.....	2.58	.....
Route totals.....				22.48	2.18	0.51	12.94	28.60
Total miles in Route No. 15.....								67.41

STATE ROUTE No. 16

Commencing at the village of Cuba, Allegany county, running thence northeasterly by the way of Belfast and Canadea, to a point to be determined by the commission, on the dividing line between Wyoming and Allegany counties, running thence northerly by the way of Pike, Gainesville and Rock Glen to Warsaw, running thence northerly to a point to be determined by the commission, on the dividing line between Genesee and Wyoming counties, running thence northerly to the village of Le Roy, running thence along route number six to Caledonia, running thence northerly to a point to be determined by the commission on the dividing line between Monroe and Livingston counties, running thence northerly by the way of Scottsville to the city of Rochester

Section number	FROM	TO	Highway number	Miles Completed			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ALLEGANY COUNTY								
1	Cuba: Main St.....	Cuba: Water St.....	5174	0.20				
2	Cuba: Water St.....	Seymour: Harbeck Farm....	5023	2.83				
3	Seymour: Harbeck Farm....	Black Creek.....						2.40
4, 5	Black Creek.....	Rockville.....						4.10
6	Rockville.....	Belfast: Chestnut St.....						4.30
7	Belfast: Chestnut St.....	Belfast: No. Corp. Line....	5615				0.77	
8	Belfast: No. Corp. Line....	Canadea.....	5615				3.40	
9	Canadea.....	Houghton.....	5615				3.20	
10	Houghton.....	Stone's Corner.....	5615				1.70	
11	Stone's Corner.....	Fillmore.....	5518				2.40	
12	Fillmore.....	Wellers.....	5518				2.35	
13	Wellers.....	Wyoming County Line.....						2.00
				3.03			13.82	13.40
WYOMING COUNTY								
1	Allegany County Line.....	Pike: No. Corp. Line.....						3.10
2	Pike: No. Corp. Line.....	Gainesville Town Line....						3.55
3	Pike Town Line.....	Gainesville.....						2.10
4	Gainesville.....	Parker Corner.....	5400	2.92				
5	Parker Corner.....	Union Church.....	5400A	0.48				
	Union Church.....	Warsaw: So. Corp. Line....	5400	3.45				

STATE ROUTE No. 16 — Continued

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
WYOMING COUNTY — Concluded								
6	Warsaw: So. Corp. Line.....	Warsaw: No. Corp. Line.....	5400	2.52				
7	Warsaw: No. Corp. Line.....	Schoolhouse Corner.....	5024	0.59				
8	Schoolhouse Corner.....	Matthews Creek.....	5184	3.59				
9	Matthews Creek.....	Covington Town Line.....	5410	2.39				
10	Middlebury Town Line.....	Pearl Creek.....	5410	1.49				
11	Pearl Creek.....	Genesee County Line.....	5024	2.07				
				19.50				8.75
GENESEE COUNTY								
1	Wyoming County Line.....	D., L. & W. R. R., South.....	5582				4.53	
1A	D., L. & W. R. R., South....	D., L. & W. R. R., North.....	R. R.					0.32
2	D., L. & W. R. R., North....	LeRoy: So. Corp. Line.....	5538	2.84				
3	LeRoy: So. Corp. Line.....	LeRoy: Main St.....	Village			0.70		
	LeRoy: Wolcott St.....	Livingston County Line.....	Rt. 6	*3.24		*0.80		
				2.84		0.70	4.53	0.32
LIVINGSTON COUNTY								
1	Genesee County Line.....	Caledonia: North St.....	Rt. 6	*2.95				
	Caledonia: Main St.....	Monroe County Line.....	5021	1.04				
				1.04				
MONROE COUNTY								
1	Livingston County Line.....	Garbutt.....	5046	4.98				
2	Garbutt.....	Lewis Corner.....	5097	1.06				
3	Lewis Corner.....	Scottsville: Main St.....	5046	0.83				
3A	Scottsville: Caledonia Ave...	Scottsville: McVeans.....	R. R.			0.19		
4	Scottsville: McVeans.....	South Chili.....	5279	2.70				
5	South Chili.....	Chili-Buckbee Road.....	5279	3.93				
6	South Chili Road.....	Chili.....	252		0.46			
7	Chili.....	Gates Town Line.....	255		2.56			
8	Chili Town Line.....	Rochester: Old W. Corp. Line	254		3.11			
				13.00	6.13	0.19		
Route totals.....				39.41	6.13	0.89	19.35	22.47
Total miles in Route No. 16.....								87.25

* Not included in total

STATE ROUTE No. 17

Commencing at a point to be determined by the commission on route number four at or near Hinadale, running thence northerly by the way of Franklinville and Machias to a point to be determined by the commission near the dividing lines of Erie, Wyoming and Cattaraugus counties, running thence northwesterly by the way of East Aurora to the city of Buffalo.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
CATTARAUGUS COUNTY								
1, 2	Scott, Rt. 4.....	Franklinville Town Line.....	5543				6.96	
3, 4	Ischua Town Line.....	Farmersville Town Line.....	5544				6.88	
5, 6	Franklinville Town Line.....	B. R. & P. R. R.....	5607				4.73	
7	B. R. & P. R. R.....	Law Corner.....	5608				2.17	
8	Law Corner.....	Yorkshire Center.....						4.10
9	Yorkshire Center.....	Erie County Line.....						3.70
							20.76	7.90
ERIE COUNTY								
1	Cattaraugus County Line...	Hand Road.....						3.79
2	Hand Road.....	Holland.....	5622				5.19	
3	Holland.....	East Casenovia Creek.....	5453	4.52				
4	East Casenovia Creek.....	East Aurora: Main St.....	5317	4.97				
5	East Aurora: Olean St.....	East Aurora: P. R. R.....	Village			0.21		
6	East Aurora: P. R. R.....	East Aurora: Buffalo St.....	5433	0.85				
7	East Aurora: Main St.....	East Aurora: No. Corp. L....	5550	0.59				
8	East Aurora: No. Corp. L....	Elma Town Line.....	264		0.74			
9	Aurora Town Line.....	Seneca Town Line.....	263		4.23			
10	Elma Town Line.....	Cazenovia Creek (East).....	128		4.12			
11	Cazenovia Creek (East).....	Cazenovia Creek (West).....						0.20
12	Cazenovia Creek (West).....	Pratt Corner.....	67		0.68			
13	Pratt Corner.....	Buffalo: E. Corp. Line.....						0.70
				10.93	9.77	0.21	5.19	4.69
				10.93	9.77	0.21	25.95	12.49
					</			

STATE ROUTE No. 18

Commencing at a point to be determined by the commission, on the dividing line between Ripley, Chautauqua county, and the state of Pennsylvania, running thence northeasterly by the way of Westfield, Brocton, Fredonia, along the old Buffalo and Erie road, to a point to be determined by the commission, on the dividing line between Erie and Chautauqua counties, running thence northeasterly and northerly to the city of Buffalo, running thence northerly from the city of Buffalo to North Tonawanda, running thence northwesterly and westerly from North Tonawanda to the city of Niagara Falls, running thence northerly from Niagara Falls by the way of Lewiston to a point near the mouth of Niagara river, Niagara county.

Amended by L. 1911, ch. 89

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
CHAUTAUQUA COUNTY								
1	Pennsylvania State Line.....	Ripley.....						3.13
1A	Ripley.....	Forsyth.....						3.32
2	Forsyth.....	Westfield: W. Corp. Line.....						3.32
2A	Westfield: W. Corp. Line.....	Westfield: Viaduct (W. End).....						0.70
	Westfield: Viaduct (W. End).....	Westfield: Viaduct (E. End).....	Town			0.25		
	Westfield: Viaduct (E. End).....	Westfield: E. Corp. Line.....						1.39
3	Westfield: E. Corp. Line.....	Church Corners.....						2.33
3A	Church Corners.....	Brocton: W. Corp. Line.....						4.63

STATE ROUTE No. 18 — Concluded

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
CHAUTAUQUA COUNTY — Concluded								
3B	Brocton: W. Corp. Line...	Brocton: E. Corp. Line.....						1.39
4	Brocton: E. Corp. Line.....	Fredonia: W. Corp. Line.....						4.61
4A	Fredonia: W. Corp. Line.....	Fredonia: Spring St.....						1.32
4B	Fredonia: Spring St.....	Fredonia: D. A. V. & P. R. R.	Village			0.72		
5	Fredonia: D. A. V. & P. R. R.	Roberts Road.....	5262	2.15				
6	Roberts Road.....	Sheridan.....						3.20
7	Sheridan.....	Hanover Town Line.....						3.63
8	Sheridan Town Line.....	Silver Ck.: Forestville Rd.....						1.7
8A	Silver Creek: Forestville Rd.	Silver Creek: Dunkirk St....	Village			0.42		
9	Silver Creek: Main St.....	Erie County Line.....	5452	3.53				
				5.63		1.32		34.46
ERIE COUNTY								
1	Chautauqua County Line....	Farnham: Commercial St....	5599	2.11				
2	Farnham: Commercial St....	Farnham: No. Corp. Line....	5334					0.67
3	Farnham: No. Corp. Line....	Evans Center.....	5334					4.59
4	Evans Center.....		5548	4.48				
5		Walden Cliffs.....	5934	2.00				
6	Walden Cliffs.....	Athol Springs.....	5497	5.87				
7	Athol Springs.....	Woodlawn: Fifth Ave.....	5919	1.89				
8	Woodlawn: Fifth Ave.....	Buffalo: So. Corp. Line....	5971	2.61				
12	Buffalo: No. Corp. Line....		5193	2.84				
18		Tonawanda Creek Bridge....	5172	2.93				
				24.72				5.26
NIAGARA COUNTY								
1, 2	Tonawanda Creek Bridge. .	St. Johnsburg.....	5220	4.87				
3	St. Johnsburg.....	La Salle: Green Ave.....	5164	3.45				
4	La Salle: Green Ave.....	Cayuga Creek (East).....	5083	0.49				
	Cayuga Creek (East).....	La Salle: Creek Road.....	5191	0.03				
	La Salle: Creek Road.....	Niagara Falls: E. Corp. L....	5083	1.92				
5	Niagara Falls: E. Corp. L....	Niagara Falls: Main St.....	City			2.90		
6, 7	Niagara Falls: Pine St.....	Niagara Falls: No. Corp. L....	City			2.80		
8	Niagara Falls: No. Corp. L..	Lewiston Hill.....	473		2.22			
	Lewiston Hill.....	Lewiston: ————	5599					0.61
9	Lewiston: ————	Lewiston: No. Corp. Line....	5308	1.36				
10	Lewiston: No. Corp. Line....	Youngstown: So. Corp. L....	5308	4.25				
11	Youngstown: So. Corp. L....	Youngstown: No. Corp. L....	5308	1.21				
				17.61	2.22	5.70		0.61
Route totals.....				43.04	2.22	7.03		43.33
Total miles in Route No. 18.....								97.68

STATE ROUTE No. 19

Commencing at the city of Buffalo, running thence easterly to Marilla, thence southerly to Wales Center, thence easterly to a point to be determined by the commission on the dividing line between Wyoming and Erie counties, running thence easterly to Varysburg, thence northerly by the way of Attica to a point to be determined by the commission on the dividing line between Genesee and Wyoming counties, running thence northeasterly to Batavia, Genesee county, connecting with route number six.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ERIE COUNTY								
1	Buffalo: E. Corp. Line.....	R. R. Crossing (West).....	371	.....	1.78	.....	.....	.....
2	R. R. Crossing (West).....	R. R. Crossing (East).....	.....	.....	.....	.....	.....	0.37
3	R. R. Crossing (East).....	Elma Town Line.....	371	.....	3.29	.....	.....	.....
4	W. Seneca Town Line.....	Elma: Bowen Road.....	372	.....	2.95	.....	.....	.....
5	Elma: Bowen Road.....	Marilla Town Line.....	372	.....	3.19	.....	.....	.....
6	Elma Town Line.....	Marilla.....	529	.....	2.46	.....	.....	.....
7	Marilla.....	Wales Center: Big Tree Road.....	5635	.....	.....	.....	.....	5.73
8	Wales Center: Four Rod Rd.....	Wales Center.....	86	.....	0.27	.....	.....	.....
9	Wales Center.....	Wyoming County Line.....	.....	.....	.....	.....	.....	3.15
				.....	13.94	.....	.....	9.50
WYOMING COUNTY								
1	Erie County Line.....	Persons Corners.....	.....	.....	.....	.....	.....	3.90
2	Persons Corners.....	Varysburg.....	.....	.....	.....	.....	.....	4.10
3	Varysburg.....	Sierks.....	.....	.....	.....	.....	.....	4.40
4	Sierks.....	Attica: So. Corp. Line.....	.....	.....	.....	.....	.....	2.80
5	Attica: So. Corp. Line.....	Genesee County Line.....	.....	.....	.....	.....	.....	0.90
				.....	.....	.....	.....	16.10
GENESEE COUNTY								
1	Wyoming County Line.....	Alexander.....	.....	.....	.....	.....	.....	3.00
2	Alexander.....	Batavia Town Line.....	.....	.....	.....	.....	.....	4.24
3	Alexander Town Line.....	Batavia: So. Corp. Line.....	.....	.....	.....	.....	.....	2.65
4	Batavia: So. Corp. Line.....	Batavia: N. Y. C. R. R.....	City	.....	.....	0.38	.....	.....
5	Batavia: N. Y. C. R. R.....	Batavia: Main St. (Rt. 6)...	City	.....	.....	0.35	.....	.....
				.....	.....	0.73	.....	9.80
Route totals.....				.....	13.94	0.73	.....	35.49

Total miles in Route No. 19..... 50.16

STATE ROUTE No. 20

Commencing at a point on route number six, at or near Elbridge, in Onondaga county, running thence northerly to Jordan and westerly to a point to be determined by the commission, on the dividing line between Cayuga and Onondaga counties, running thence northwesterly and southwesterly by the way of Port Byron and Montezuma, to a point to be determined by the commission, at or near the dividing lines between Wayne, Seneca and Cayuga counties, running thence northwesterly and westerly from Savannah, Clyde, Lyons and Newark to Palmyra, running in the county of Ontario south of the Erie canal a distance of about one mile, between Newark and Palmyra, entering and returning from the county of Ontario through such points as the commission may determine in the dividing line between the counties of Wayne and Ontario; running thence from Palmyra and Macedon to a point to be determined by the commission, on the dividing line between Monroe and Wayne counties, running thence northwesterly to the city of Rochester, Monroe county.

Amended by L. 1915, ch. 43.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ONONDAGA COUNTY								
1	Elbridge: Main St., Rt. 6...	Elbridge: No. Corp. Line....	5080	0.51				
2	Elbridge: No. Corp. Line....	Jordan: So. Corp. Line.....	487		1.57			
3	Jordan: So. Corp. Line.....	Jordan: W. Corp. Line.....	5630				1.03	
4	Jordan: W. Corp. Line.....	Cayuga County Line.....	5630				0.73	
				0.51	1.57		1.76	
CAYUGA COUNTY								
1	Onondaga County Line.....	Weedsport: Seneca St.....						3.29
2	Weedsport: North St.....	Weedsport: Brutus St.....	1317		0.52			
3	Weedsport.....	Port Byron: E. Corp. Line...	5609				2.86	
4	Port Byron: E. Corp. Line...	Port Byron: W. Corp. Line..	5609				1.03	
5	Port Byron: W. Corp. Line..	Seneca County Line.....	5610				4.39	
					0.52		8.28	3.29
SENECA COUNTY								
1	Cayuga County Line.....	Wayne County Line.....						1.90
WAYNE COUNTY								
1	Seneca County Line.....	Clark's.....						2.20
2	Clark's, and Savannah.....	Hall's.....	5017	2.98				
3-5	Hall's.....	Clyde: E. Corp. Line.....	5089	3.65				
6	Clyde: E. Corp. Line.....	Clyde: Glasgow St.....	5089	0.90				
7, 8	Clyde: Ford St.....	Clyde: W. Corp. Line.....						0.99
9	Clyde: W. Corp. Line.....	Lock Berlin.....						3.29
10	Lock Berlin.....	Lyons: E. Corp. Line.....						2.34
11-13	Lyons: E. Corp. Line.....	Lyons: W. Corp. Line.....						2.10
14	Lyons: W. Corp. Line.....	Newark: E. Corp. Line.....						4.00
15	Newark: E. Corp. Line.....	Newark: _____ St.....						0.60
16	Newark: _____ St.....	Newark: _____ St.....	Village			0.30		
17	Newark: _____ St.....	Newark: W. Corp. Line.....						0.70
18	Newark: W. Corp. Line.....	Ontario County Line.....						2.80
(Continued Below)								
ONTARIO COUNTY								
1	Wayne County Line.....	Pt. Gibson and Wayne Co. L.						1.10
WAYNE COUNTY — Concluded								
19	Ontario County Line.....	Palmyra: E. Corp. Line.....						3.90
20-22	Palmyra: E. Corp. Line.....	Palmyra: W. Corp. Line.....						1.70
23	Palmyra: W. Corp. Line.....	Macedon: E. Corp. Line.....						2.80
24	Macedon: E. Corp. Line.....	Macedon: No. Corp. Line...						1.10
25	Macedon: No. Corp. Line...	Monroe County Line.....						3.80
				7.53		0.30		32.32
MONROE COUNTY								
1	Wayne County Line.....	Fairport: E. Corp. Line.....						3.20
2-4	Fairport: E. Corp. Line.....	Fairport: W. Corp. Line.....						1.40
4A	Fairport: W. Corp. Line.....	Basket St.....	479		0.27			

STATE ROUTE No. 22

Troy City — Whitehall — Putnam Section

Commencing at a point in Rensselaer county at or near the city of Troy, running thence north-easterly by the way of Ragmertown, to Potter Hill, running thence northerly through Hoosick Falls, to a point at or near Eagle Bridge, on the dividing line between Washington and Rensselaer counties, running thence northerly by the way of Cambridge, Salem and Granville by the way of Whitehall and the shore road along Lake Champlain to Putnam.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
RENESELAER COUNTY								
1	Troy: Old E. Corp. Line....	Reservoir Road.....	5393	0.22				
2	Reservoir Road.....	Clums Corners Road.....	25		0.48			
3	Clums Corners Road.....	Haynersville.....	84		3.05			
4	Haynersville.....	Tomhannock Reservoir.....	478		2.46			
5	Tomhannock Reservoir.....	Hoosick Town Line.....	5479	6.18	3.21			
6, 7	Pittstown Town Line.....	Hoosick Road.....	5324	5.11				
8	Hoosick Road.....	Hoosick Falls: So. Corp. Line.....	480		2.90			
9	Hoosick Falls: So. Corp. L....	Hoosick Falls: No. Corp. L....	5680	1.57				
10	Hoosick Falls: No. Corp. L....	Washington County Line....	480		3.45			
				13.38	15.55			
WASHINGTON COUNTY								
1	Rensselaer County Line.....	Center White Creek.....	721		2.08			
2	Center White Creek.....	Cambridge: So. Corp. Line....	97		3.61			
3, 4	Cambridge: So. Corp. Line....	Jackson.....	5113	3.68				
5, 6	Jackson.....	Greenwich Junction.....	5293	6.91				
7	Greenwich Junction.....	Salem: No. Corp. Line.....	5316	3.09				
8	Salem: No. Corp. Line.....	West Pawlet.....	5033	2.95				
9, 10	West Pawlet.....	Granville: So. Corp. Line....	5236	9.48	2.06			
11	Granville: So. Corp. Line....	Granville: No. Corp. Line....	722		1.25			
11½	Granville: No. Corp. Line....	Middle Granville.....	184	1.75				
12	Middle Granville.....	North Granville.....	183		1.31			3.80
13	North Granville.....	Comstock: ———						5.10
14	Comstock: ———	Whitehall: Town Line.....	1224		0.22			
15	East Ann Town Line.....	Whitehall: So. Corp. Line....	723		4.77			
16	Whitehall: So. Corp. Line....	Whitehall: Bellamy St.....	5531	1.32				
17	Whitehall: Broad St.....	South Bay Br., East End....	5578	1.89				
18	East End of Bridge.....	West End of Bridge.....		0.26				
18½	W. End of South Bay Bridge..	Dresden Center.....	5637				5.77	
19	Dresden Center.....	Dresden Station.....						3.50
20	Dresden Station.....	Mill Brook.....						4.10
21	Mill Brook.....	Putnam.....						2.70
22				39.44	15.29		5.77	19.50
Route totals.....				43.82	29.85		5.77	19.50

Total miles in southern section of Route No. 22..... 39.94

STATE ROUTE No. 22

Riparius — Rouses Point Section

And commencing at a point on route twenty-five at Riparius in Warren county, and running thence to a point to be determined by the commission on the dividing line between Essex and Warren counties, and running thence northerly by way of Schroon Lake village to Elizabethtown, running thence westerly to Keene, thence northerly to Ausable Forks and a point on the dividing line between Clinton and Essex counties, thence northeasterly to a point at or near Ausable Chasm, thence northerly by the way of Plattsburgh and Chazy to Rouses Point.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
WARREN COUNTY								
1, 2	Route No. 25 at Loon Lake..	Essex County Line.....	692	.....	8.94	.....	.....	.....
ESSEX COUNTY								
1	Warren County Line.....	Schroon Lake Hamlet.....	745	.....	5.46	.....	.....	.....
2, 3	Schroon Lake Hamlet.....	No. Hudson Town Line.....	5179	.....	.....	.....	6.77	.....
4, 5	Schroon Town Line.....	North Hudson Hamlet.....	5180	5.39	.....	.....	.....	.....
6, 7	North Hudson Hamlet.....	Courtney Pond.....	5181	3.95	.....	.....	.....	.....
8	Courtney Pond.....	Euba Mills.....	5183	5.33	.....	.....	.....	.....
9, 10	Euba Mills.....	New Russia.....	5117	6.00	.....	.....	.....	.....
11	New Russia.....	Elizabethtown: High St.	5183	3.70	.....	.....	.....	.....
12, 13	Elizabethtown: High St.	Keene Town Line.....	5239	6.18	.....	.....	.....	.....
14, 15	Elizabethtown Town Line...	Keene.....	5238	6.21	.....	.....	.....	.....
16, 17	Keene.....	Upper Jay.....	5236	6.06	.....	.....	.....	.....
18	Upper Jay.....	Jay.....	5235	3.69	.....	.....	.....	.....
19	Jay.....	Featherstone's.....	5184	2.54	.....	.....	.....	.....
20	Featherstone's.....	Ausable Fks. and Clin. Co. L.	5011	3.45	.....	.....	.....	.....
(Continued Below)								
CLINTON COUNTY								
1	Ausable Fks. and Essex Co. L.	Clintonville.....	476	.....	5.33	.....	.....	.....
2, 3	Clintonville.....	Keeseville: So. Corp. Line...	651	.....	5.58	.....	.....	.....
4	Keeseville: So. Corp. Line...	Ausable Chasm.....	5056	2.26	.....	.....	.....	.....
5	Ausable Chasm.....	Essex County Line.....	5311	0.29	.....	.....	.....	.....
(Continued Below)								
ESSEX COUNTY — Concluded								
21	Clinton County Line.....	Clinton County Line.....	5311	1.57	.....	.....	.....	.....
CLINTON COUNTY — Concluded								
6	Essex County Line.....	Little Ausable River.....	5311	3.06	.....	.....	.....	.....
7, 8	Little Ausable River.....	Plattsburg: So. Corp. Line...	5191	6.89	.....	.....	.....	.....
9	Plattsburg: So. Corp. Line...	Plattsburg: Old Corp. Line...	5197	0.26	.....	.....	.....	.....
9B	Plattsburg: Old Corp. Line...	Peru St. Railroad Crossing...	City	.....	.....	1.31	.....	.....
9A	Peru St. Railroad Crossing...	Bridge St.....	5175	0.30	.....	.....	.....	.....
9C	Peru St.....	Margaret St. Railr'd Crossing	City	.....	.....	0.73	.....	.....
10	Margaret St. Railr'd Crossing	Plattsburg: No. Corp. Line...	5197	1.53	.....	.....	.....	.....
11	Plattsburg: No. Corp. Line...	.....	5594	.....	.....	.....	3.79	.....
12	.....	Ingraham.....	.....	.....	.....	.....	.....	2.51
13	Ingraham.....	Chazy-West Chazy Road....	.....	.....	.....	.....	.....	5.60
13A	Chazy-Chazy Landing Road.	D. & H. R. R. Crossing.....	433	.....	0.40	.....	.....	.....
14	Railroad Crossing, Chazy....	Coopersville.....	5199	4.55	.....	.....	.....	.....
15	Coopersville.....	Rouses Pt. So. Corp. Line...	5199	3.70	.....	.....	.....	.....
16	Rouses Pt.: So. Corp. L.....	Rouses Pt.: D. & H. R. R....	5228	1.69	.....	.....	.....	.....
17	Rouses Pt.: D. & H. R. R....	Canadian Line: Kings High..	5337	2.36	.....	.....	.....	.....
				26.89	11.36	2.12	3.79	8.10
Route totals.....				80.98	25.76	2.12	10.56	8.10

Total miles in northern section of Route No. 22..... 127.50
Total miles in Route No. 22..... 227.44

Commencing at a point at the end of county highway petition number sixteen hundred and fifty-one, in the village of Newman and running thence northeasterly through Wilmington Notch and High Falls to Hathaway Corners, thence northerly across Ausable river to Nye's Corners, thence easterly through the village of Wilmington to the village of Jay connecting with route number twenty-two, Essex county.

Amended by L. 1914, ch. 201.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ESSEX COUNTY								
1	Lake Placid Village.....	High Fall.....	5500	7.16	.....	.....	.....	.....
2	High Fall.....	Wilmington.....	5540	10.16	.....	.....	.....	.....
3	Wilmington.....	Jay, Route No. 22.....		17.32	.....	.....	.....	.....
Route totals.....				17.32	.....	.....	.....	.....
Total miles in Route No. 22A.....								17.32

Commencing at a point on county highway number eight hundred and ninety-one outside of the village of Ticonderoga and extending westerly through the towns of Ticonderoga and Schroon through the village of Chilson, to a point on route number twenty-two at or near Severance hill, being within the boundaries of the county of Essex.

Added by L. 1913, ch. 785.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ESSEX COUNTY								
1	Ticondoga: Howe St., C.H. 891	South Road.....	.....	.....	.....	.....	.....	2.30
2	South Road.....	Chilson.....	.....	.....	.....	.....	.....	2.00
3	Chilson.....	Chilson Lake Crossing.....	.....	.....	.....	.....	.....	3.30
4	Chilson Lake Crossing.....	Paradox.....	.....	.....	.....	.....	.....	3.20
5	Paradox.....	Smith Bay.....	5541	.....	.....	.....	2.48	.....
6	Smith Bay.....	Platts Corners, Rt. 22.....	5541	.....	.....	.....	3.50	.....
				.....	.....	.....	5.98	11.70
Route totals.....				.....	.....	.....	5.98	11.70
Total miles in Route No. 22B.....								17.68

Commencing at a point on county highway number ten hundred and twenty-three, and running thence northerly and westerly to Pottersville on the easterly side of the Schroon river, terminating at route number twenty-two, all within the boundaries of Warren county.

Added by L. 1913, ch. 785.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
WARREN COUNTY								
1	Starbuckville: C. H. 1023...	Valentine Creek.....	.....	.....	.....	.....	.....	2.30
2	Valentine Creek.....	Pottersville, Route No. 23....	.....	.....	.....	.....	.....	2.50
				.....	.....	.....	.....	4.80
		Route totals.....	.....	.....	.....	.....	.....	4.80
	Total miles in Route No. 22C.....							4.80

STATE ROUTE No. 23

Commencing on the Cherry Valley turnpike at the westerly line of the village of West Winfield near the intersection of the three counties, Otsego, Oneida and Herkimer, running thence westerly to the village of Bridgewater, running thence northerly to the city of Utica, running thence north-easterly through the town of Deerfield to a point to be determined by the commission on the dividing line between Herkimer and Oneida counties, at or near Poland, there intersecting route number twenty-six, running northeasterly through Cold Brook, Wilmurt and Nobleborn to the Hamilton county line there joining the county highway of Hamilton county which leads through Morehouseville to Lake Pleasant, joining route twenty-four at Lake Pleasant and running thereon to Speculator, running thence northerly by way of Lewey Lake to Indian Lake village; thence north-westerly to Blue Mountain Lake there joining route twenty-five.

Amended by L. 1914, ch. 47.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
HERKIMER COUNTY								
1	W. Winf.: W. Cp. L., Rt. 23A.	Onesida County Line.....	5465	0.04				
(Continued Below)								
ONEIDA COUNTY								
1	Herkimer County Line.....	Herkimer County Line.....	5465	0.57				
(Continued Below)								
HERKIMER COUNTY — (Continued)								
1A	Onesida County Line.....	Otsego County Line.....	5465	0.19				
(Continued Below)								
OTSEGO COUNTY								
1	Herkimer County Line.....	Onesida County Line.....	5465	1.53				
ONEIDA COUNTY — (Concluded)								
2	Otsego County Line.....	Bridgewater: No. Corp. L....	5465	0.70				
3	Bridgewater: No. Corp. L....	Paris Town Line.....	559		4.05			
4	Bridgewater Town Line.....	Clayville: So. Corp. Line....	559		2.31			
5	Clayville: So. Corp. Line....	Clayville: No. Corp. Line....	5079	1.44				
6	Clayville: No. Corp. Line....	Hartford Town Line.....	559		2.73			
7	Paris Town Line.....	Utica: So. Corp. Line.....	71		4.63			
8	Utica: So. Corp. Line.....	Utica: Parkway.....	5075					0.53
8A	Utica: Parkway.....	Utica: Onesida Square.....	City			0.75		
8B	Utica: Onesida Square.....	Barge Canal South.....	City			1.70		
9	Barge Canal, South.....	Barge Canal, North.....	B. C.			0.16		
10	Barge Canal, North.....	Deerfield Four Corners.....	5604					0.34
	Deerfield Four Corners.....	Shaw Corner.....	933		0.03			
		Marcy Hill Road.....	5601					0.71
11	Shaw Corners.....	Rt. 26 near W. Canada Cr. Br.	5633					5.10
12-13	Marcy Hill Road.....	Herkimer County Line.....	5597				5.34	
	Rt. 23, near W. Can. Cr. Br.		Rt. 26				*0.68	
				2.71	13.75	2.61	5.34	6.65
HERKIMER COUNTY — (Concluded)								
	Onesida County Line.....	Poland: Main St.....	Rt. 26				*0.74	
1	Poland: Main St.....	Poland E. Corp. Line.....	5069	0.55				
2	Poland: E. Corp. Line.....	Coldbrook: So. Corp. Line....	360		0.35			
3	Coldbrook: So. Corp. Line....	Coldbrook: State St.....	5069	0.81				
4	Coldbrook: State St.....	Coldbrook: No. Corp. L....	467		0.53			
5	Coldbrook: No. Corp. Line....	Norway Town Line.....	467		1.81			
6	Russia Town Line.....	Ohio Town Line.....						2.60
7	Norway Town Line.....	Ohio.....						3.50
8, 9	Ohio.....	Wilmurt.....						6.10
10	Wilmurt.....	Hamilton County Line.....						4.20
				1.50	2.69			10.49
HAMILTON COUNTY								
1	Herkimer County Line.....	Mt. House Road.....	874		15.00			
2, 3	Mt. House Road.....	Arietta Town Line.....						15.63
4	Morehouse Town Line.....	Irondequoit Bay.....						13.20
5	Irondequoit Bay.....	Echo Cliff.....						12.43

* Not included in total.

† Not included in total according to an opinion dated November 10, 1915, by the Attorney General to the effect that Route 23 Stops at the Herkimer County Line and is again taken up at Lake Pleasant, running thence to Speculator, etc.

STATE ROUTE No. 23 — Concluded

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
HAMILTON COUNTY — Concluded								
6	Echo Cliff.....	Pineco.....						12.50
7	Pineco.....	Lilly Lake.....	1025		14.98			
8	Lilly Lake.....	Lake Pleasant.....	1025		12.81		13.52	
9	Lake Pleasant.....	Speculator.....	Rt. 24		3.44			
10	Speculator.....	Hatchery.....						2.40
11	Hatchery.....	Jessup River.....						4.10
12	Jessup River.....	Mason Lake.....						3.60
13	Mason Lake.....	Lewey Lake Outlet.....						4.80
14	Lewey Lake Outlet.....	Griffin Brook.....						4.20
15	Griffin Brook.....	Sabael.....						5.00
16	Sabael.....	Indian Lake Hamlet.....						3.40
17	Indian Lake Hamlet.....	Cedar River Road.....						2.14
18	Cedar River Road.....	Forest House.....						4.00
19	Forest House.....	Blue Mt. Lake, Rt. 25.....						4.90
								38.54
Route totals.....				5.74	18.41	2.61	5.34	61.62
Total miles in Route No. 23.....								91.75

* Not included in total.

† Not included in total according to an opinion dated November 10, 1915, by the Attorney General to the effect that Route 23 stops at the Herkimer County Line and is again taken up at Lake Pleasant, running thence to Speculator, etc.

STATE ROUTE No. 23A

Commencing on route six in the village of Ilion at its intersection with Otsego street, running thence southerly through Cedarville, Chepachet and to the westerly line of the village of West Winfield, there connecting with route twenty-three.

Amended by L. 1912, ch. 535.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
HERKIMER COUNTY								
1	Ilion: E. Main St., Rt. 6....	Ilion: So. Corp. Line.....	5513	0 90	.....	.....	.....	.....
2, 3	Ilion: So. Corp. Line.....	Cedarville.....	5466	7 12	.....	.....	.....	.....
4	Cedarville.....	East Winfield.....	.....	.....	.....	.....	.....	3 90
5	East Winfield.....	West Winfield: E. Corp. L....	.....	.....	.....	.....	.....	1 90
6	West Winfield: E. Corp. L....	W. Winf.: W. Corp. L., Rt. 23	5465	1.03	.....	.....	.....	.....
				9.05	.....	.....	.....	5.80
		Route totals .....	.....	9.05	.....	.....	.....	5.80
	Total miles in Route No. 23A.....							14 85

STATE ROUTE No. 24

Commencing at a point on route number six at Fonda, Montgomery county, running thence northerly to a point to be determined by the commission on the dividing line between Fulton and Montgomery counties, running thence northerly by the way of Johnstown and Gloversville to Northville, running thence northerly to a point to be determined by the commission on the dividing line between the counties of Hamilton and Fulton, running thence northerly to Lake Pleasant.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
MONTGOMERY COUNTY								
1	Fonda: Main St., Rt. 6.....	Fulton County Line.....	5096	2.43				
FULTON COUNTY								
1	Montgomery County Line...	Johnstown: So. Corp. Line...	5096	0.64				
2	Johnstown: So. Corp. Line...	Johnstown: So. William St...	5394	0.82				
2A	Johnstown: W. Madison Ave.	Johnstown: Jeffers St.....	City			1.95		
3	Johnstown: Jeffers St.....	Gloversville: W. Corp. Line..	5394	0.72				
4	Johnstown: E. Corp. Line...	Gloversville: Fulton St.....	City			1.00		
4A	Gloversville: Fulton St.....	Gloversville: Green St.....	City			0.80		
5	Gloversville: No. Main St...	Gloversville: E. Corp. Line...	City			0.95		
5A	Gloversville: E. Corp. Line..	Mayfield: W. Corp. Line....	33		4.04			
6	Mayfield: W. Corp. Line....	Mayfield: No. Corp. Line....	5194	1.11				
6A	Mayfield: No. Corp. Line....	Dennie Corners.....	363		1.37			
7	Dennie Corners.....	Northampton Town Line.....	541		3.54			
8	Mayfield Town Line.....	Chapman's Corners.....	541		3.25			
8A	Chapman's Corners.....	Sacandaga River.....	362		1.71			
9	Sacandaga River.....	Northville: Main St.....	5065	0.44				
9A	Northville: Bridge St.....	Northville: Fourth St.....	Village			0.49		
10	Northville: Fourth St.....	Hamilton County Line.....	5065	1.93				
				5.72	13.91	5.79		
HAMILTON COUNTY								
1	Fulton County Line.....	Hope Center.....	5038	3.00				
2	Hope Center.....	Hope.....	5133	2.30				
3	Hope.....	Dunhams.....	5133	3.18				
4	Dunhams.....	Stuart Corners.....	5268	5.78				
5	Stuart Corners.....	Wells Town Bridge.....	5514				6.98	
6	Wells Town Bridge.....	Speculator.....	5523					6.74
7	Speculator.....	Lake Pleasant, Rt. 23.....	277		3.44			
				14.26	3.44		6.98	6.74
Also:								
	Stuart Corners.....	Elbow Creek.....	5268	0.23				
				14.49	3.44		6.98	6.74
Route totals.....				22.64	17.35	5.79	6.98	6.74
Total miles in Route No. 24.....				59.50				

STATE ROUTE No. 25

Commencing at Whitesboro near Utica on route number twenty-eight in Oneida county, running thence northerly, by the way of Marcy, Holland Patent, Remsen, Alder Creek and White Lake Corners, to a point to be determined by the commission, at or near the dividing lines between Herkimer, Lewis and Oneida counties, running thence northeasterly by the way of Fulton Chain, and on or near the highways laid out, to a point to be determined by the commission, on the dividing line between Hamilton and Herkimer counties, running thence easterly by the way of Raquette Lake, and on the south shore of Raquette Lake, running thence northeasterly to Blue Mountain Lake, running thence northerly to Long Lake, running thence easterly to a point to be determined by the commission, on the dividing line between Essex and Hamilton counties, running thence easterly to Newcomb, running thence southeasterly by the way of Minerva, to a point to be determined by the commission, on the dividing line between Warren and Essex counties, running thence by the way of North Creek, Riparius and Warrensburg to Lake George, running thence southerly to a point to be determined by the commission on the dividing line between Saratoga and Warren counties at or near Glens Falls, running thence southerly by the way of Saratoga Springs to Ballston Spa, running thence southeasterly to a point to be determined by the commission on the dividing line between Albany and Saratoga counties, running thence southerly to a point to be determined by the commission at or near the city of Albany.

Section number	FROM	TO	Highway number	Miles Completed			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ONEIDA COUNTY								
1	Whitesboro: W. Cp. L., Rt. 28	Barge Canal: South	5547	.....	.....	.....	0.67	.....
	Barge Canal, South	Barge Canal, North	B. C.	.....	.....	0.16	.....	.....
	Barge Canal, North	Carey Corners	5547	.....	.....	.....	0.03	.....
2	Carey Corners	Stittville	5325	6.76	.....	.....	.....	.....
3	Stittville	Trenton: Mappa Ave.	5325	5.61	.....	.....	.....	.....
4	Trenton: Mappa Ave.	Prospect	5345	3.16	.....	.....	.....	.....
	Prospect	Remsen: Main St.	5345	2.70	.....	.....	.....	.....
5	Remsen: Prospect St.	Boonville Town Line	5346	5.89	.....	.....	.....	.....
6, 7	Remsen Town Line	Herkimer County Line	5248	16.77	.....	.....	.....	.....
				40.89	.....	0.16	0.70	.....
Also:								
	Remsen: Prospect St.	Trenton Town Line	5346	0.23	.....	.....	.....	.....
				41.12	.....	0.16	0.70	.....
HERKIMER COUNTY								
1	Oneida County Line	Moose River, McKeever	5248	1.23	.....	.....	.....	.....
2	Moose River, McKeever	Old Forge: So. Corp. Line	462	.....	10.34	.....	.....	.....
3	Old Forge: So. Corp. Line	Old Forge: E. Corp. Line	5441	1.27	.....	.....	.....	.....
4	Old Forge: E. Corp. Line	Bald Mountain	.....	.....	.....	.....	.....	3.80
5	Bald Mountain	Hamilton County Line	.....	.....	.....	.....	.....	5.22
				2.50	10.34	.....	.....	9.02
HAMILTON COUNTY								
0	Herkimer County Line	Inlet Road	1098	.....	.....	.....	0.19	.....
1	Inlet Road	Long Lake Town Line	.....	.....	.....	.....	.....	1.70
2	Inlet Town Line	Inlet Town Line	.....	.....	.....	.....	.....	1.30
3-4	Long Lake Town Line	Arietta Town Line	.....	.....	.....	.....	.....	5.80
5	Inlet Town Line	South Inlet River	.....	.....	.....	.....	.....	3.55
6-7	South Inlet River	Indian Lake Town Line	.....	.....	.....	.....	.....	4.56
8	Arietta Town Line	Utowana Lake	.....	.....	.....	.....	.....	3.50
9	Utowana Lake	Blue Mountain Lake	.....	.....	.....	.....	.....	3.20
10	Blue Mountain Lake	Salmon River	.....	.....	.....	.....	.....	5.50
11	Salmon River	Grove	.....	.....	.....	.....	.....	3.58
12	Grove	Long Lake, Show Pond	848	.....	3.76	.....	.....	.....
13, 14	Long Lake, Show Pond	Essex County Line	5189	8.43	.....	.....	.....	.....
				8.43	3.76	.....	0.19	32.69

STATE ROUTE No. 26

Commencing in the village of Mohawk near the intersection of routes five and six, thence running easterly through Jacksonburg to Little Falls, thence running northwesterly through Eatonsville, Middleville, Newport and Poland, across the corner of Oneida county, thence in Herkimer county to a point on the dividing line between Oneida and Herkimer counties near Gravesville, thence by the way of Trenton Falls to join route number twenty-five at or near Trenton.
Amended by L. 1940, ch. 573.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
HERKIMER COUNTY								
1	Mohawk: Main St., Rt. 6....	Mohawk: E. Corp. Line.....						0.10
2	Mohawk: E. Corp. Line.....	Jacksonburg.....						4.25
3	Jacksonburg.....	Little Falls: So. Corp. Line.....						3.02
4	Little Falls: So. Corp. Line..	Little Falls: Erie Canal.....	City			0.71		
5	Little Falls: Erie Canal.....	Little Falls: Church St.....	City			0.36		
6	Little Falls: No. Ann St.....	Little Falls: No. Corp. Line..	City			1.10		
7	Little Falls: No. Corp. Line..	Fairfield Town Line.....						3.60
8	Herkimer Town Line.....	Middleville: So. Corp. Line.....						4.10
9	Middleville: So. Corp. Line..	Middleville: Bridge St.....						0.67
10	Middleville: Bridge St.....	Middleville: No. Corp. L.....	5064	0.54				
11	Middleville: No. Corp. L.....	Newport: So. Corp. Line.....	461		3.25			
12	Newport: So. Corp. Line.....	Newport: No. Corp. Line.....	5064	1.03				
13	Newport: No. Corp. Line.....	Poland: So. Corp. Line.....	461		2.82			
14	Poland: So. Corp. Line.....	Poland: Cold Brook St.....	5069	0.68				
15	Poland: Cold Brook St.....	W. Can. Ck.: Oneida Co. L.....	5559				0.74	
(Continued Below)								
ONEIDA COUNTY								
1	Poland: W.C.Ok.: Herk. C. L. W. Can. Ck.: Herk. Co. L..		5559				0.75	
(Continued Below)								
HERKIMER COUNTY — (Concluded)								
16	W. Can. Ck.: Oneida Co. L.	Gravesville: Oneida Co. L.....	5559				3.36	
				2.25	6.07	2.17	4.30	15.74
ONEIDA COUNTY — (Concluded)								
2	W. Can. Ck.: Herk. Co. L.	Trenton: Boon St., Rt. 25....	5559				3.84	
							4.50	
Route totals.....				2.25	6.07	2.17	8.80	15.74

Total miles in Route No. 26..... 85.12

STATE ROUTE No. 27

Commencing at a point on route number twenty-five, to be determined by the commission near Alder Creek, running thence northwesterly by way of Booneville,* to a point on the dividing line between Lewis and Oneida counties, running thence northerly by the way of Lowville, to a point at or near Carthage, on the dividing line between Jefferson and Lewis counties, running thence northwesterly and westerly to the city of Watertown, running thence northwesterly from the city of Watertown to Clayton, thence northeasterly to Alexandria Bay, Jefferson county.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
ONEIDA COUNTY								
1	Alder Creek: Rt. 25.....	Boonville: Black River Canal.	5307	6.40				
2	Boonville: Black River Canal.	Boonville: —————	5303	0.83				
3	Boonville: —————	Lewis County Line.....	5307	1.39				
				8.62				
LEWIS COUNTY								
1	Oneida County Line.....	Talcottville.....	5327	2.60				
2	Talcottville.....	West Turin Town Line.....	5327	3.07				
3	Leyden Town Line.....	Turin: So. Corp. Line.....	5327	3.10				
4	Turin: So. Corp. Line.....	Turin: No. Corp. Line.....	5327	1.08				
5	Turin: No. Corp. Line.....	Martinsburg Town Line.....	5327	4.92				
6	Turin Town Line.....	Martinsburg.....	5077	3.08				
7	Martinsburg.....	Lowville: So. Corp. Line....	5036	2.61				
8	Lowville: So. Corp. Line....	Lowville: No. Corp. Line....	5309	1.30				
9	Lowville: No. Corp. Line....	Harrisburg Creek.....	5332	3.77				
10	Harrisburg Creek.....	Deer River.....	5332	6.88				
11	Deer River.....	W.Carthage: Jeffer'n Co. Line	5332	2.58				
				34.97				
JEFFERSON COUNTY								
1	W. Carthage: Lewis Co. Line	W. Carthage: Black River...	5332	1.12				
2	Carthage: Black River.....	Carthage: Church St.....	5344	0.28				
3	Carthage: Church St.....	Carthage: School St.....	5402					0.07
4	Carthage: State St.....	Cart.: N.Y.C.&H.R.R.R., So.	5344	0.28				
	Cart.: N.Y.C.&H.R.R.R., So.	Cart.: N.Y.C.&H.R.R.R., No	R. R.			0.23		
	Cart.: N.Y.C.&H.R.R.R., No	Carthage: No. Corp. Line...	5344	0.69				
4A	Carthage: No. Corp. Line....	Deferiet: Black River Br....	428		4.88			
4B	Deferiet: Black River Br....	Felt Mills: Carthage Rd.....	427		3.79			
4C	Felt Mills: Carthage Rd.....	Cemetery Corner.....	5152	0.29				
4D	Cemetery Corner.....	Black River: E. Corp. L....	427		1.21			
5	Black River: E. Corp. Line..	Parkinson Corner.....	5005	0.33				
6	Parkinson Corner.....	Browns Corner.....	5175	0.32				
5A	Browns Corner.....	Paper Mill Tracks.....	5005	0.73				
6A	Paper Mill Tracks.....	Black River, West Side.....	5175	0.09				
7	Black River: West Side.....	Watertown: E. Corp. Line...	5005	3.59				
8	Watertown: E. Corp. Line...	Watert.: Black Riv. Br., No.	5530	0.39				
	Watert.: Black Riv. Br., No.	Watert.: Black Riv. Br., So.	Town			0.09		
	Watert.: Black Riv. Br., So.	Watert.: R. R. Crossing, No.	5530	0.18				
	Watert.: R. R. Crossing, No.	Watert.: R. R. Crossing, So.	R. R.					0.14
	Watert.: R. R. Crossing, So.	Watertown: State St.....	5530	0.37				
8A	Watertown: Eastern Blvd...	Watertown: Colorado Ave...	1134		0.35			
9	Watertown: Colorado Ave...	Watertown: Bradley St.....	City			2.00		
10	Watertown: Main St.....	Watertown: No. Corp. L....	5140	0.85				
11	Watertown: No. Corp. L....	Brownville Town Line.....	5140	4.39				
12	Pamelia Town Line.....	Depauville.....	5267	8.45				
13	Depauville.....	Clayton: State St.....	5266	7.31				
14	Clayton: James St.....	Alexandria Bay.....	5304	11.49				
				41.20	10.23	2.32		0.21
Also:								
13A	Clayton: State St.....	Clayton: Water St.....	5403	1.17				
	Clayton: James St.....	Clayton: Webb St.....						
	Clayton: Water St.....	Clayton: State St.....						
				42.37	10.23	2.32		0.21
Route totals.....				85.96	10.23	2.32		0.21

Total miles in Route No. 27..... 98.72

*So in original.

STATE ROUTE No. 28

Commencing at the city of Utica, Oneida county, running thence northwesterly to Rome, running thence northwesterly from Rome, by the way of Camden, to a point to be determined by the commission, on the dividing line between Oswego and Oneida counties, running thence northwesterly by the way of Parish to Union Square, Oswego county.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ONEIDA COUNTY								
0	Utica: Genesee St.....	Utica: W. Corp. Line.....	City			1.70		
1	Utica: W. Corp. Line.....	Yorkville: Champlain Ave...	5091	0.27				
1A	Yorkville: Champlain Ave...	Yorkville: -----	21		0.27			
1B	Yorkville: -----	Yorkville: Sauquoit Creek...	5091	0.79				
2	Whitesboro: Sauquoit Creek.	Whitesboro: W. Corp. Line..	5059	1.60				
	Whitesboro: W. Corp. Line..	Carey Corners.....	Rt. 25			*0.16	*0.70	
3	Carey Corners.....	Floyd Town Line.....	296		3.32			
3A	Marcy Town Line.....	Rome Town Line.....	295		2.80			
4	Floyd Town Line.....	Rome: E. Corp. Line.....	560		2.42			
5	Rome: E. Corp. Line.....	Rome: Wood Creek.....	5131	0.28				
6	Rome: Wood Creek.....	Rome: Knox St.....	City			1.90		
7	Rome: Knox St.....	Rome: W. Corp. Line.....	5131	0.92				
8	Rome: W. Corp. Line.....	Lee Town Line.....	563		5.11			
9	Rome Town Line.....	Taberg.....	5139	4.71				
10	Taberg.....		5130	3.26				
11		Camden: Mad River.....	5461	3.43				
12	Camden: Mad River.....	Camden: W. Corp. Line.....						1.27
13-14	Camden: W. Corp. Line.....	Oswego County Line.....	5553	5.73				
				20.93	13.92	3.60		1.27
OSWEGO COUNTY								
1	Oneida County Line.....	Amboy Center.....						3.90
2	Amboy Center.....							1.54
3		Salmon River.....	5633					3.06
4	Salmon River.....	Roth Corner.....	5638					2.57
5	Roth Corner.....	Colosse.....	5526	4.79				
6	Colosse.....	Union Square.....	5415	2.67				
				7.46				11.07
Route totals.....				28.45	13.92	3.60		12.34
* Not included in total.				Total miles in Route No. 28.....				58.31

STATE ROUTE No. 29

Commencing at Rome, running thence southwesterly to Oneida, being a point on the dividing line between Madison and Oneida counties.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ONEIDA COUNTY								
0	Rome: Dominick St.	Rome: Erie Canal.	City	.....	.....	0.39	.....	.....
1	Rome: Erie Canal.	Rome: So. Corp. Line.	1111	.....	0.21	.....	.....	.....
2	Rome: So. Corp. Line.	Rome Custodial Asylum.	564	.....	1.70	.....	.....	.....
3	Rome Custodial Asylum.	West Moreland Town Line..	5521	2.22	.....	.....	.....	.....
4	Rome Town Line.	Verona.	5521	3.48	.....	.....	.....	.....
5, 6	Verona.	Oneida: E. C. L., Mad. C. L.	5558	.....	.....	.....	4.69	.....
				5.70	1.91	0.39	4.69	.....
Route totals.				5.70	1.91	0.39	4.69	.....
Total miles in Route No. 29. 12.69								

STATE ROUTE No. 20

Commencing at Rouses Point, in Clinton county, running thence westerly through the northern part of Clinton county, to a point to be determined by the commission, on the dividing line between Franklin and Clinton counties, running thence westerly by the way of Burke, Malone and Moira, to a point to be determined by the commission, on the dividing line between Saint Lawrence and Franklin counties, running thence westerly to Lawrenceville, running thence southerly to a point at or near Nicholville, running thence westerly and southwesterly by the ways of Potsdam, Canton and Gouverneur, to a point to be determined by the commission, on the dividing line between Jefferson and Saint Lawrence counties, running thence southwesterly by the way of Philadelphia to Watertown, running thence southerly from Watertown, by the way of Adams and Pierrepont Manor, to a point to be determined by the commission on the dividing line between Oswego and Jefferson counties, running thence southerly and southwesterly and westerly by the way of Pulaski and Union Square to Oswego, running thence southerly from Oswego by way of Hannibal to a point to be determined by the commission, on the dividing line between Cayuga and Oswego counties, running thence southwesterly through the northern part of Cayuga county to a point to be determined by the commission on the dividing line between Wayne and Cayuga counties, running thence southwesterly and westerly by the way of Red Creek, Wolcott, Alton, Sodus, Williamson and Ontario to a point to be determined by the commission on the dividing line between Monroe and Wayne counties, running thence southwesterly to the city of Rochester, running thence westerly from the city of Rochester by way of Spencerport, to a point to be determined by the commission, on the dividing line between Orleans and Monroe counties, running thence westerly to points at Albion and Medina, running thence northwesterly and northerly to Ridgway on the Ridge road; thence westerly along the Ridge road to Jeddox, Johnson Creek, Hartland Corners and Ridge Road Settlement; thence southwesterly to Wright's Corners; thence westerly through Warren's Corners and Cambria to a point two and five-tenths miles directly north of Pekin on the Ridge road; thence southerly along the Town Line road through Pekin to a point on the Saunders Settlement road to Sanborn; thence westerly and southwesterly along the Saunders Settlement road to Niagara Falls to connect with route number eighteen; continuing on the River road at the easterly city limits of the city of Niagara Falls and continuing along said river road to the northerly city limits of the city of North Tonawanda and thence southerly along said River road and Main street to the place of intersection of Island street in said city of North Tonawanda;

Section number	FROM	TO	Highway number	Miles Completed			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
CLINTON COUNTY								
1	Rouses Pt.: Main St. (Rt. 22)	Rouses Point: W. Corp. L....	5228	0.55				
2	Rouses Point: W. Corp. L....	Champlain: E. Corp. L.....	57		1.00			
			136		1.75			
3-4	Champlain: E. Corp. Line...	Champlain: W. Corp. Line...						1.80
5	Champlain: W. Corp. Line...	Moore Town Line.....						3.10
6-7	Champlain Town Line.....	Moore Forks.....	5102	6.52				
8-9	Moore Forks.....	Ellenburg Depot.....	5485	9.63				
10-12	Ellenburg Depot.....	Franklin County Line.....	5520				11.83	
				16.70	2.7		11.83	4.90
FRANKLIN COUNTY								
1, 2	Clinton County Line.....	Goodspeeds Farm.....	5408	4.66				
3	Goodspeeds Farm.....	Burke Center.....	5613				3.55	
4	Burke Center.....	Malone Town Line.....	5613				3.09	
5, 6	Constable Town Line.....	Malone: N. Y. C. R. R.....	5613				3.73	
7	Malone: N. Y. C. R. R.....	Malone: W. Corp. Line.....	5602				1.99	
8	Malone: W. Corp. Line.....	North Bangor.....	701		4.51			
9	North Bangor.....	French Farm.....	5031	3.00				
10, 11	French Farm.....	Moira: Railroad Crossing...	5076	5.22				
12	Moira: Railroad Crossing....	St. Lawrence County Line...	5284	3.38				
				16.26	4.51		12.35	
ST. LAWRENCE COUNTY								
1-3	Franklin County Line.....	St. Regis River, Nicholville..	5284	8.28				
4-7	St. Regis River, Nicholville..	Potsdam: E. Corp. Line.....	5285	14.90				
8	Potsdam: E. Corp. Line.....	Potsdam: Lawrence Ave.....	5308	1.15				
	Potsdam: Lawrence Ave.....	Potsdam: Park St.....	Village			0.66		
	Potsdam: Park St.....	Potsdam: Market St.....	5303	0.20				
	Potsdam: Elm St.....	Potsdam: Racquette River...	Village			0.14		
	Potsdam: Racquette River...	Crowley Farm.....	5303	1.16				
9	Crowley Farm.....	Trout Brook.....	5032	5.00				
10	Trout Brook.....	Canton: Grasse River.....	5115	4.74				
11	Canton: Grasse River.....		5116	5.45				

STATE ROUTE No. 30 — Continued

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract	mile- age to be built
				State	County	Town or cor- poration		
ST. LAWRENCE COUNTY — Concluded								
12	.....	Gouverneur: No. Corp. L....	5283	18.91	.....	.....	.....	.....
13	Gouverneur: No. Corp. L....	Gouverneur: So. Corp. L....	5331	1.78	.....	.....	.....	.....
14	Gouverneur: So. Corp. L....	Jefferson County Line.....	5287	5.99	.....	.....	.....	.....
				67.56	.....	0.20	.....	.....
JEFFERSON COUNTY								
1	St. Lawrence County Line...	Antwerp: Willow St.....	5427	5.76	.....	.....	.....	.....
2	Antwerp: Turnpike.....	Philadelphia: No. Corp. L....	5548	5.96	.....	.....	.....	.....
3	Philadelphia: No. Corp. L....	Philadelphia: So. Corp. L....	5548	1.25	.....	.....	.....	.....
	Philadelphia: So. Corp. L....	Bacon Corner.....	440	.....	1.40	.....	.....	.....
4	Bacon Corner.....	Evans Mills: Noble St.....	5617	.....	.....	.....	5.03	.....
5	Evans Mills: Noble St.....	Wood Corners.....	.....	.....	.....	.....	.....	2.08
6	Wood Corners.....	Sanford Corners.....	.....	.....	.....	.....	.....	3.10
7	Sanford Corners.....	Parker Corners.....	.....	.....	.....	.....	.....	3.00
7A	Parker Corners.....	Mill St. Extension.....	565	.....	0.63	.....	.....	.....
8	Leroy St. Extension.....	Watertown: N. Corp. Line.....	.....	.....	.....	.....	.....	0.15
8A	Watertown: N. Corp. Line...	Watertown: Washington St...	City	.....	.....	1.41	.....	.....
8B	Watertown: Public Square...	Watertown: Chestnut St.....	City	.....	.....	1.00	.....	.....
9	Watertown: Chestnut St.....	Watertown: So. Corp. Line...	City	.....	.....	0.85	.....	.....
10	Watertown: So. Corp. Line...	Rice's Road.....	5426	1.81	.....	.....	.....	.....
11	Rice's Road.....	Adams Town Line.....	5119	3.24	.....	.....	.....	.....
12	Watertown Town Line.....	Adams Center.....	425	.....	3.16	.....	.....	.....
13	Adams Center.....	Adams: Prospect St.....	5269	3.53	.....	.....	.....	.....
	Adams: Prospect St.....	Adams: Liberty St.....	5269A	.....	.....	.....	.....	0.25
14	Adams: Liberty St.....	Pierrepont Manor.....	5269	5.79	.....	.....	.....	.....
15	Pierrepont Manor.....	James Corner.....	5269	3.26	.....	.....	.....	.....
	James Corner.....	Mellen Farm.....	5269B	0.51	.....	.....	.....	.....
	Mellen Farm.....	Oswego County Line.....	5269	0.89	.....	.....	.....	.....
				31.91	5.21	3.26	5.01	8.58
OSWEGO COUNTY								
1, 2	Jefferson County Line.....	Pulaski: No. Corp. Line.....	5275	6.76	.....	.....	.....	.....
3	Pulaski: No. Corp. Line.....	Pulaski: Railroad Crossing...	5275	1.39	.....	.....	.....	.....
4	Pulaski: Railroad Crossing...	Fernwood Crossroad.....	5221	4.69	.....	.....	.....	.....
5	Fernwood Crossroad.....	Union Square.....	5083	2.61	.....	.....	.....	.....
6	Union Square.....	New Haven Town Line.....	5082	2.92	.....	.....	.....	.....
7	.....	.....	5044	3.50	.....	.....	.....	.....
8	Mexico Town Line.....	Scriba Town Line.....	654	.....	5.35	.....	.....	.....
9	New Haven Town Line.....	Oswego: E. Corp. Line.....	509	.....	5.40	.....	.....	.....
10	Oswego: E. Corp. Line.....	Oswego: Bridge St.....	5437	1.47	.....	.....	.....	.....
	Oswego: East 9th St.....	Oswego: West 6th St.....	City	.....	.....	0.95	.....	.....
11	Oswego: West 6th St.....	Oswego: W. Corp. L.....	5436	1.13	.....	.....	.....	.....
12	Oswego: W. Corp. Line.....	Fruit Valley.....	280	.....	1.66	.....	.....	.....
13	Fruit Valley.....	Southwest Oswego.....	5171	1.95	.....	.....	.....	.....
14	Southwest Oswego.....	Kinney Corners.....	.....	.....	.....	.....	.....	3.20
15	Kinney Corners.....	Hannibal: No. Corp. Line...	.....	.....	.....	.....	.....	2.60
16	Hannibal: No. Corp. Line...	Hannibal: So. Corp. Line...	.....	.....	.....	.....	.....	1.20
17	Hannibal: So. Corp. Line...	Cayuga County Line.....	.....	.....	.....	.....	.....	1.60
				26.42	12.41	0.95	...	8.60
CAYUGA COUNTY								
1	Oswego County Line.....	Martville.....	.....	.....	.....	.....	.....	1.66
2	Martville.....	Furnaceville.....	.....	.....	.....	.....	.....	3.00
3	Furnaceville.....	Wayne County Line.....	.....	.....	.....	.....	.....	3.30
				.....	.....	.....	.....	7.93
WAYNE COUNTY								
1, 2	Cayuga County Line.....	Huron Town Line.....	5290	7.01	.....	.....	.....	.....
3, 4	Wolcott Town Line.....	Resort: E. End of Bridge...	.....	.....	.....	.....	.....	3.18
5	Resort: W. End of Bridge...	Alton: Town Line.....	.....	.....	.....	.....	.....	1.89
6	Huron Town Line.....	Wallington: N. Y. C. & H. R. R. R.....	5632	.....	.....	.....	2.61	.....
7	Wallington: N. Y. C. & H. R. R. R.....	Sodus: Newark St.....	5632	.....	.....	.....	.....	.....
8, 9	Sodus: Newark St.....	Williamson.....	5451	5.91	.....	.....	.....	.....

STATE ROUTE No. 30 — Continued

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
WAYNE COUNTY — Concluded								
10	Williamson.....	Teats Farm.....	5449	2.28				
11	Teats Farm.....	Ontario Center.....	5378	4.50				
12	Ontario Center.....	Monroe County Line.....	5127	3.48				
				23.21			5.85	7.07
MONROE COUNTY								
1	Wayne County Line.....	Webster: North St.....	101		2.88			
2	Webster: North St.....	West Webster.....	100		3.40			
3	West Webster.....	Irondequoit Creek.....	99		2.96			
4	Irondequoit Creek.....	Rochester: Old E. Corp. Line.....	98		1.58			
5	Rochester: Old E. Corp. Line.....	Rochester: Main St.....	City			5.70		
	Rochester: Culver St.....	Rochester: State St.....						
6	Rochester: Main St.....	Rochester: W. Corp. Line.....						
7	Rochester: W. Corp. Line....	Barhite's Corner.....	253		2.12			
8	Barhite's Corner.....	Ogden Town Line.....	5529	3.35				
9	Gates Town Line.....	Spencerport: Union St.....	5529	2.71				
9A	Spencerport: Lyell St.....	Spencerport: Nichols St.....	495		0.29			
10	Spencerport: Union St.....	Sweden Town Line.....	5539				3.83	
10A	Ogden Town Line.....	Lake Road.....	5539				3.48	
10B	Fourth Section Road.....	Brockport: So. Corp. Line....	171		0.50			
10C	Brockport: So. Corp. Line....	Brockport: State St.....	Village			0.65		
10D	Brockport: Erie St.....	Brockport: Barge Canal.....	5581	0.14				
10D	Brockport: Barge Canal.....	Brockport: Main St.....	Village			0.25		
11	Brockport: Main St.....	Orleans County Line.....	5425	3.25				
				9.45	13.73	6.60	7.31	
ORLEANS COUNTY								
1	Monroe County Line.....	Holley: W. Corp. Line.....	5421	2.40				
2	Holley: W. Corp. Line.....	Carpenters Corner.....	5025	2.46				
3	Carpenters Corner.....	Howard Corners.....	5118	2.24				
4	Howard Corners.....	Albion: E. Corp. Line.....	5422	3.43				
5	Albion: E. Corp. Line.....	Albion: W. Corp. Line.....	5448	1.84				
6-8	Albion: W. Corp. Line.....	Ridgeway Town Line.....	5469				5.21	
9, 10	Albion Town Line.....	Medina: E. Corp. Line.....	5469				3.70	
11	Medina: E. Corp. Line.....	Medina: Commercial St.....	5315	1.73				
	Medina: Commercial St.....	Medina: Ryan St.....	5315A					0.12
	Medina: Ryan St.....	Medina: Cemetery.....	5315	0.72				
12	Medina Cemetery.....	Ridgeway.....	5423	2.27				
	Ridgeway.....	Niagara County Line.....	5423	3.75				
				20.84			8.91	0.12
NIAGARA COUNTY								
1, 2	Orleans County Line.....	Hartland.....	5431	5.92				
3, 4	Hartland.....	Wright's Corners.....	5319	6.64				
6	Wright's Corners.....	Warren's Corners.....	5416	3.97				
7	Warren's Corners.....	Cambria.....	5416	3.83				
8	Cambria.....	Pekin.....	5417	5.40				
9	Pekin.....	Sanborn.....	740		1.98			
10	Sanborn.....	Niagara Falls: E. Corp. Line.....	5305	7.95				
11	Niagara Falls: E. Corp. Line.....	Niagara Falls: Highland Ave.....	City			0.43		
12	Niagara Falls: Whirlpool Ave.....	Niagara Falls: Portage St....	City			1.60		
13	Niagara Falls: Eleventh St...	Niagara Falls: Pine St., Rt. 18	City			0.30		
				33.71	1.98	2.33		
Also:								
14	Niagara Falls: E. Corp. Line.....	LaSalle: _____ St.....						3.12
15	LaSalle: _____ St.....	LaSalle: _____ St.....						
16	LaSalle: _____ St.....	LaSalle: E. Corp. Line.....						2.31
17	LaSalle: E. Corp. Line.....	No. Tonawanda: W. Corp. L.....						
18	No. Tonawanda: W. Corp. L.....	No. Tonawanda: _____ St.....						2.74
19	No. Tonawanda: _____ St...	No. Tonawanda: _____ St.....						
20	No. Tonawanda: _____ St...	No. Tonawanda: Island St.....						
				33.71	1.98	5.07		5.43
Route totals.....				246.06	40.59	16.08	51.28	42.04

Total miles in main line, Route No. 30..... 396.67

Spur Number One

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built	
				State	County	Town or corporation			
ORLEANS COUNTY									
1-01	Medina: Prospect St.....	Medina: W. Corp. Line.....	.....	.....	.....	.....	.....	0.70
1-02	Medina: W. Corp. Line.....	Niagara County Line.....	.....	.....	.....	.....	.....	3.00
				.....	.....	.....	.....	3.70
NIAGARA COUNTY									
1-01	Orleans County Line.....	Middleport: Telegraph Rd...	5560	1.32	.....	.....	.....	.....
1-02	Middleport: Main St.....	Griswold St.....	1135	.....	0.70	.....	.....	.....
1-03	Griswold St.....	Gasport: Main St.....	5561	4.42	.....	.....	.....	.....
1-04	Gasport: State St.....	McNalls.....	5562	2.33	.....	.....	.....	.....
1-05	McNalls.....	Lockport: E. Corp. Line.....	5563	.....	.....	.....	5.07	.....
1-06	Lockport: E. Corp. Line.....	Lockport: ——— St.....	.....	.....	.....	0.34	.....	.....
				8.07	0.70	0.34	5.07	.....
				8.07	0.70	0.34	5.07	3.70	
		Spur totals.....	.....	8.07	0.70	0.34	5.07	3.70
				Total miles in Spur No. 1, Route No. 30.....					17.88

Spur Number Two

Amended by L. 1914, ch. 276.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ORLEANS COUNTY								
2-01	Ridgeway: Medina Road.....	Ridgeway: Lake Road.....	5556	0.17	.....	.....	.....	.....
2-02	Ridgeway: Lake Road.....	West Gaines.....	.....	.....	.....	.....	.....	4.90
2-03	West Gaines.....	Gaines.....	.....	.....	.....	.....	.....	4.30
2-04	Gaines.....	East Gaines.....	.....	.....	.....	.....	.....	4.20
2-05	East Gaines.....	Murray.....	.....	.....	.....	.....	.....	4.80
2-06	Murray.....	Monroe County Line.....	.....	.....	.....	.....	.....	2.90
				0.17	.....	.....	.....	21.10
		Spur totals.....	.....	0.17	.....	.....	.....	21.10
Total miles in Spur No. 2, Route No. 30.....								21.27
Total miles in Route No. 30.....								435.82

STATE ROUTE No. 32

Commencing at Lawrenceville in Saint Lawrence county, running thence northerly to North Lawrence, running thence westerly to Brasher Falls, running thence southwesterly to Winthrop, running thence northerly to Massena, running thence northerly on the Town Line road between the towns of Massena and Louisville to the Saint Lawrence river road, running thence westerly and southwesterly on the Saint Lawrence river road to the village of Waddington, running thence westerly and southwesterly on the roads known as the Sucker Brook and Van Rensselaer roads to the end of the boulevard at the corporation line of the city of Ogdensburg.

Amended by L. 1911, ch. 179.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mile age to be built
				State	County	Town or cor- poration		
ST. LAWRENCE COUNTY								
1	Lawrenceville.....	North Lawrence.....	5428	3.63				
2	North Lawrence.....	Winthrop.....	5502	5.81				
3	Winthrop.....	Munson Creek.....						1.81
4	Munson Creek.....	Norfolk Town Line.....						2.66
5	Stockholm Town Line.....	Kinier Corners.....						2.40
6	Kinier Corners.....	Massena:.....						3.05
7	Massena:.....	Massena: W. Corp. Line.....	5467	1.84				
8	Massena: W. Corp. Line.....	Louisville Town Line.....	521		0.60			
9	Louisville Road.....	Richards Landing.....	5536	2.76				
10	Richards Landing.....	Louisville Landing.....	5536	2.56				
11	Louisville Landing.....	Wilson Hill.....	5536	3.03				
12	Wilson Hill.....	Waddington Town Line.....	5612				4.63	
13	Louisville Town Line.....	Waddington: E. Corp. Line..	5612				3.40	
14	Waddington: E. Corp. Line..	Waddington: DeGross Ave...	5612				1.00	
15	Waddington: DeGross Ave...	Waddington: W. Corp. Line..	5535	1.00				
16	Waddington: W. Corp. Line..	Lisbon Town Line.....	5595	5.00				
17	Waddington Town Line.....	Red Mills Road.....	5497	6.33				
18	Red Mills Road.....	Tibbitts Creek.....	5497	3.46				
	Tibbitts Creek.....	Ogdensburg: W. Corp. L....	5288	4.57				
				40.65	0.60		9.12	9.92
Route totals.....				40.65	0.60		9.12	9.92

Total miles in Route No. 32..... 61.29

STATE ROUTE No. 33

Commencing at Syracuse, running thence northerly to a point to be determined by the commission, on the dividing line between Oswego and Onondaga counties, running thence northerly by the way of Central Square to a point at or near Colosse on route number twenty-eight.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
ONONDAGA COUNTY								
1	Syracuse: No Corp. Line....	North Syracuse.....	5470	4.12	.....	.....	.....	.....
2	North Syracuse.....	Cicero.....	5470	2.53	.....	.....	.....	.....
3	Cicero.....	Brewerton, Oswego Co. Line.	5249	4.84	.....	.....	.....	.....
				11.54	.....	.....	.....	.....
OSWEGO COUNTY								
1	Onondaga County Line.....	Central Sq.: So. Corp. Line..	278	.....	2.41	.....	.....	.....
2	Central Sq.: So. Corp. Line..	Hastings.....	5250	7.09	.....	.....	.....	.....
3	Hastings.....	Colosse, Rt. 28.....	5415	3.14	.....	.....	.....	.....
				10.14	2.41	.....	.....	.....
				21.63	2.41	.....	.....	.....
	Route totals.....		.....	21.63	2.41	.....	.....	.....

Total miles in Route No. 33..... 24.09

STATE ROUTE No. 24

Commencing at the city of Oswego on the east side of the river, running thence by the way of Fulton through Phoenix to a point to be determined by the commission on the dividing line between Onondaga and Oswego counties, running thence by the way of Liverpool to Syracuse.

	Track	Approximate mile- age to be built
	38	
	36	
	30	
Total miles in Route No. 34.....	104	

STATE ROUTE No. 35

Commencing at a point to be determined by the commission on the dividing line between Nassau and Queens counties, running thence easterly through the northern portion of Nassau county to a point to be determined by the commission on the dividing line between Suffolk and Nassau counties, running thence easterly by the way of Jericho turnpike to Smithtown branch, Saint James, Port Jefferson and Wading River to Riverhead, running thence southerly to West Hampton, running thence westerly by the way of south country road to Patchogue, Sayville, Islip, Bay Shore and Babylon to Amityville, running thence westerly to a point to be determined by the commission on the dividing line between Nassau and Suffolk counties, running thence westerly through the southern portion of Nassau county to a point to be determined by the commission on the dividing line between Queens and Nassau counties.

Section number	FROM	TO	Highway number	Miles Completed			Miles under construction	Approximate miles to be built
				State	County	Town or corporation		
	NASSAU COUNTY							
1	N. Y. City, E. Corp. Line...	Lakeville	5106	1.17				
1A	Lakeville		Town			0.06		
2		District Road	5280				0.67	
2A	District Road	Hyde Park Ave	Town			0.51		
2	Hyde Park Ave.	Manhasset Road	5280				1.50	
3	Manhasset Road	Roslyn Ave.	5051	1.96				
4	Roslyn Ave.	Riley Road	5106	1.29				
5	Riley Road	Ellison's Lane	5505	0.52				
6	Ellison's Lane	Morgan Road	547		1.75			
7	Morgan Road	Jericho-Greenvale Road	5505	2.41				

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
NASSAU COUNTY—Continued								
8	Jericho-Greenvale Road.....	Brookville.....						1.00
8A	Brookville.....	East Norwich.....	Town			2.56		
9	East Norwich.....	Sandhill Road.....	898		1.17			
10	No. Hempstead Turnpike...	Syossett.....	548		1.84			
11	Syossett.....	Woodbury.....						1.80
12	Woodbury.....	Suffolk County Line.....	436		1.40			
(Continued below)								
SUFFOLK COUNTY								
1	Nassau County Line.....		5008	3.56				
2		Commack.....	5111	5.02				
3	Commack.....	Smithtown.....	5112	4.99				
4, 5	Smithtown.....	Port Jefferson.....	5232				11.59	
5A	Port Jefferson.....	Echo.....	912		1.40			
6	Echo.....	Miller Place.....						3.80
7	Miller Place.....	Rocky Point.....						3.40
8	Rocky Point.....	Wading River.....						4.10
9	Wading River.....	Calverton Road.....						5.10
10	Calverton Road.....	Centerville.....						3.30
11	Centerville.....	Riverhead.....						4.20
11A	Riverhead.....	Quogue: Depot Road.....	694		3.04			
12	Old Riverhead Road.....	West Hampton.....						4.00
13	West Hampton.....	Eastport.....						4.41
14	Eastport.....	E. Moriches: Grade Crossing.....						2.33
15	E Moriches: Grade Crossing.....	Forge River.....						4.80
16	Forge River.....	Bellport: E. Corp. Line.....	5488	7.02				
	Bellport: E. Corp. Line.....	Bellport: W. Corp. Line.....	5488	1.18				
	Bellport: W. Corp. Line.....	Patchogue: E. Corp. Line.....	5488	3.16				
17	Patchogue: E. Corp. Line.....	Patchogue: W. Corp. Line.....						0.78
18	Patchogue: W. Corp. Line.....	Islip Town Line.....	5488	1.53				
19	Brookhaven Town Line.....	Connetquot River.....	5301	6.59				
20	Connetquot River.....	Bayshore: Clinton Ave.....	5301	6.27				
21	Bayshore: Clinton Ave.....	Babylon: E. Corp. Line.....	743		4.08			
22	Babylon: E. Corp. Line.....	Babylon: W. Corp. Line.....	5299	1.32				
23	Babylon: W. Corp. Line.....	Amityville: E. Corp. Line.....	693		3.82			
24	Amityville: E. Corp. Line.....	Nassau County Line.....	5300	1.04				
				41.68	12.34		11.59	40.22
NASSAU COUNTY—Continued								
13	Suffolk County Line.....	Seaford.....	Town			3.20		
14	Seaford.....	Freeport: E. Corp. Line.....	Town			4.80		
15-17	Freeport: E. Corp. Line.....	Freeport: W. Corp. Line.....	Village			2.00		
18	Freeport: W. Corp. Line.....	Rockville Center: E. Corp. L.....	Town			1.45		
19-21	Rockville Center: E. Corp. L.....	Rockville Center: W. Corp. L.....	Village			1.40		
22	Rockville Center: W. Corp. L.....	Lynbrook: E. Corp. Line.....	Town			0.20		
23-25	Lynbrook: E. Corp. Line.....	Lynbrook: W. Corp. Line.....	Village			1.10		
26	Lynbrook: W. Corp. Line.....	N. Y. City: E. Corp. Line.....	Town			2.80		
				7.35	6.16	20.08	1.57	2.80
Route totals.....				49.03	18.50	20.08	13.16	43.02
Total miles in Route No. 35.....				143.79				

STATE ROUTE No. 36

Commencing at Owego in Tioga county, running thence northerly to a point to be determined by the commission on the dividing line between Tompkins and Tioga counties, running thence northwesterly to the city of Ithaca, running thence northwesterly from the city of Ithaca to Trumansburg, at or near the dividing line between Seneca and Tompkins counties, running thence northwesterly and northerly by the way of Ovid to a point to be determined by the commission on route number six.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
TIOGA COUNTY								
1	Owego: Park and Main Sts.	Owego: Temple St.	City			0.16		
2	Owego: Temple St.	Owego: No. Corp. Line	5420	1.11				
3	Owego: No. Corp. Line	Owego Creek	5420	0.52				
4	Owego Creek	Catatonk	5471	2.83				
5	Catatonk	Canler: So. Corp. Line	5471	4.82				
6	Canler: So. Corp. Line	Dry Brook	5471	1.43				
7	Dry Brook	Willseyville						4.70
8	Willseyville	Tompkins County Line						2.90
				10.71		0.16		7.60
TOMPKINS COUNTY								
1, 2	Tioga County Line	Danby	5213	4.34				
3	Danby	Ithaca Town Line	5122	3.24				
4	Danby Town Line	Ithaca: So. Corp. Line	5043	2.59				
5	Ithaca: So. Corp. Line	Ithaca: State St	City			0.60		
6	Ithaca: Aurora St.	Ithaca: Humboldt St.	City			1.07		
7	Ithaca: West State St.	Ithaca: No. Corp. Line	5190	1.05				
8	Ithaca: No. Corp. Line	Trumansburg: E. Corp. L.	616		8.66			
9	Trumansburg: E. Corp. L.	Seneca County Line	5208	1.54				
				12.77	8.66	1.60		
SENECA COUNTY								
1	Tompkins County Line	Interlaken: So. Corp. Line	5446	5.80				
2	Interlaken: So. Corp. Line	Interlaken: No. Corp. Line	5446	0.70				
3	Interlaken: No. Corp. Line	Scott Corners						3.60
4	Scott Corners	Ovid: Main St.						3.40
5	Ovid: So. Corp. Line	Ovid: No. Corp. Line	5282	0.80				
6	Ovid: No. Corp. Line	Ronaldus	5292	6.03				
7	Ronaldus	Fayette	321		4.31			
8, 9	Fayette	Seneca Falls: So. Corp. L.	320		5.72			
10	Seneca Falls: So. Corp. L.	Seneca Falls: Seneca Canal	5100	0.84				
10A	Seneca Falls: Seneca River	Seneca Falls: Fall St.	Village			0.03		
10B	Seneca Falls: Ovid St.	Seneca F's: Cayuga St. (Rt. 6)	5100	0.01				
				14.23	10.03	0.03		7.00
Route totals				37.74	18.63	1.79		14.60
Total miles in Route No. 36								72.82

STATE ROUTE No. 37

Commencing at a point on route twenty-six at Dolgeville, running thence easterly along the old state road by way of Oppenheim, Lassellville, *Garoga and Rockwood to the city of Johnstown, in Fulton county, running thence easterly by way of West Perth to Perth Center, thence in a northerly direction to Broadalbin by way of Vail Mills, thence easterly through Mills Corners to a point to be determined by the commission on the dividing line between Saratoga and Fulton counties, thence easterly through Whiteside Corners, Greens Corners, Mosherville, East Galway, Rock City Falls, and North Milton to Saratoga Springs, connecting there with route number twenty-five.

Amended by L. 1912, ch. 475.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract Miles under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
FULTON COUNTY								
1	Dolgeville (Rt. 26).....	Oppenheim.....	5626					4.90
2	Oppenheim.....	Lassellville.....						5.18
3	Lassellville.....	Christmans.....						2.78
4, 5	Christmans.....	Red School House.....	5554	4.53				
6	Red School House.....	Warren Creek.....	247		3.18			
7	Warren Creek.....	Johnstown: W. Corp. L.	199		2.30			
8	Johnstown: W. Corp. Line...	Johnstown: Main St.....	City			0.87		
9	Johnstown: William St.....	Johnstown: Fon Clair St....	City			0.44		
10	Johnstown: Fon Clair St....	Johnstown: E. Corp. Line...	City			0.52		
11	Johnstown: E. Corp. Line...	West Perth.....						4.50
12	West Perth.....	Perth.....						4.20
13	Perth.....	Mayfield Town Line.....	249		0.75			
14	Perth Town Line.....	Broadalbin: Bridge St.....	543		3.07			
15	Broadalbin: Main St.....	Saratoga County Line.....						4.90
				4.53	9.30	1.83		26.46
SARATOGA COUNTY								
1	Fulton County Line.....	Carpentier Corners.....						3.30
2	Carpentier Corners.....	East Galway.....						3.80
3	East Galway.....	Rock City Falls.....						3.80
4	Rock City Falls.....	North Milton.....						2.70
5	North Milton.....	Saratoga Spgs.: W. Corp. L.						4.20
6	Saratoga Spgs.: W. Corp. L.	Saratoga Spgs.: _____ St.	City			0.77		
7	Saratoga Spgs.: _____ St.	Saratoga Spgs.: Route No. 25.	City			0.30		
						1.07		17.80
Route totals.....				4.58	9.30	2.83		44.26
Total miles in Route No. 37.....								60.97

*So in original.

STATE ROUTE No. 37A

Beginning at the village of Ballston Spa, on route twenty-five, running thence westerly along the town line road between the towns of Ballston and Milton, through Tibbette Corners, Harmony Corners and Pettite Corners to Scotch church, and thence northerly through Galway village, connecting with route thirty-seven at General Carpentier mansion.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
SARATOGA COUNTY								
1	Ballston Spa: Low St. (Rt.25)	Ballston Spa: Ballston Ave..	5592	.....	.....	.....	.....	0.24
2	Ballston Spa: Ballston Ave..	Tibbetts Corners.....	5534	4.93	.....	.....	.....	.....
3	Tibbetts Corners.....	Scotch Church.....	5542	4.56	.....	.....	.....	.....
4	Scotch Church.....	Galway.....	.....	.....	.....	.....	.....	3.25
	Galway.....	Carpentier Corners (Rt. 37).....	.....	.....	.....	.....	.....	3.45
Route totals.....				9.54	.....	.....	.....	6.89

Total miles in Route No. 37A..... 16.43

STATE ROUTE No. 37B

Beginning at the hamlet of Malta, in the town of Malta, Saratoga county, and running thence westerly to East Line; thence northwesterly to Corps Corners; thence northerly through V Corners to the village of Ballston Spa.

Amended by L. 1912, ch. 542.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mile- age to be built
				State	County	Town or cor- poration		
1, 2	SARATOGA COUNTY		5519				3.73	
	Malta.....	State Route No. 25.....						

Total miles in Route No. 37B..... 3.73

STATE ROUTE No. 38

Commencing at such point in or near the village of Schoharie, in the county of Schoharie, in the line of route number seven as the commission may determine; running thence southerly through the towns of Schoharie, Middleburg, Fulton, Blenheim, Gilboa and Conesville to, and intersecting route number five, at a point to be determined by the commission.

Added by L. 1909, ch. 504.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- tract Miles under	Approximate mile- age to be built
				State	County	Town or cor- poration		
SCHOHARIE COUNTY								
1	Vrooman (Rt. 7)	Schoharie: Railroad Ave.	5444	1.00				
2	Schoharie: Railroad Ave.	Schoharie: Bridge St.	5494	0.70				
3	Schoharie: Bridge St.	Middleburg: Schoharie Creek.	5444	4.59				
4	Middleburg: Schoharie Creek.	Fulton Town Line.	5577				0.76	
5 {	Middleburg: Town Line.	Fultonham.	5577				4.00	
	Fultonham.	Breakabeen.	5577				3.20	
7	Breakabeen.	North Blenheim.						3.90
8	North Blenheim.	Gilboa Town Line.						4.40
9	Blenheim Town Line.	Gilboa.						3.50
10	Gilboa.	Greene County Line.						3.10
				6.29			7.96	14.90
GREENE COUNTY								
1	Schoharie County Line.	Delaware County Line.						0.50
(Continued below)								
DELAWARE COUNTY								
1	Greene County Line.	Greene County Line.						1.20
(Continued below)								
GREENE COUNTY — Continued								
2	Delaware County Line.	Prattsville (Rt. 5A)						1.50
	Prattsville.	Delaware County Line.	R. 5A		*0.80			
								2.00
DELAWARE COUNTY — Continued								
1, 2	Greene County Line.	Grand Gorge (Rt. 5)	5527	3.90				
				3.90				1.20
Route totals.				10.19			7.96	18.10
Total miles in Route No. 38.								36.25

* Not included in total.

STATE ROUTE No. 38A

Commencing at the village of Cobleskill, Schoharie county, upon State Route 7, and running thence northwesterly, or westerly and northerly, along a course to be determined by the Commission to Sharon Springs, connecting thereat with an improved stone road leading northerly from Sharon Springs.

Added by L. 1912, ch. 179.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
SCHOHARIE COUNTY								
1	Cobleskill: Main St. (Rt.7)...	Cobleskill: No. Corp. Line...						1 00
2	Cobleskill: No. Corp. Line...	Carlisle Town Line.....						2 30
3	Cobleskill Town Line.....	Sharon.....						3 80
4	Sharon.....	Sharon Springs.....	5500	4.79				
Route totals.....				4.79				7.00

Total miles in Route No. 38A..... 11.79

STATE ROUTE No. 39

Commencing at a point on route twenty-five in the county of Saratoga at or near Ballston lake; thence southwesterly to a point to be determined by the commission on the dividing line between the counties of Saratoga and Schenectady; thence southwesterly to a point at or near the city of Schenectady connecting with route six.

Added by L. 1910, ch. 649.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
SARATOGA COUNTY								
1	Ballston Lake Hamlet (Rt.25)	Schenectady County Line...	5281	1.77	.....	.....	.....	.....
SCHENECTADY COUNTY								
1	Saratoga County Line.....	Scotia: No. Corp. Line.....	5314	5.45	.....	.....	.....	.....
2	Scotia: No. Corp. Line.....	Scotia: Mohawk Ave. (Rt. 6)...	5496	0.90	.....	.....	.....	.....
				6.35	.....	.....	.....	.....
		Route totals.....	.....	8 12	.....	.....	.....	.....

Total miles in Route No. 39..... 8.12

STATE ROUTE No. 39A

Commencing at a point to be determined by the commission on route nine, running thence northerly through the hamlet of Sullivanville, running thence through Bacon Hollow to a point to be determined by the commission on the dividing line between Chemung and Schuyler counties, running thence in a general easterly direction to a point to be determined by the commission on the dividing line between Schuyler and Tompkins counties, running thence northeasterly through Pony Hollow and the village of Newfield to connect with route thirty-six.

Amended by L. 1911, ch. 531.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
CHEMUNG COUNTY								
1	Stermer's Corners, Route 9..	Newtown Creek.....	5482	.....	.....	.....	4.34	.....
2	Newtown Creek.....	Schuyler County Line.....	5482	.....	.....	.....	3.52	.....
				.....	.....	.....	7.86	.....
SCHUYLER COUNTY								
1	Chemung County Line.....	Decker's Corners.....	5482	.....	.....	.....	1.12	.....
2	Decker's Corners.....	Tompkins County Line.....	5474	1.31	.....	.....	.....	.....
				1.31	.....	.....	1.12	.....
TOMPKINS COUNTY								
1, 2	Schuyler County Line.....	Newfield: W. Corp. Line.....	5474	6.29	.....	.....	.....	.....
3	Newfield: W. Corp. Line.....	W. Danby Road, Rt. 9.....	5214	4.52	.....	.....	.....	.....
	Newfield Road.....	Ithaca: State St., Rt. 36.....	Rt. 9	*0.57	*3.03	*0.60	.....	.....
				10.81	.....	.....	.....	.....
				12.12	.....	.....	8.98	.....
		Route totals.....	.....	12.12	.....	.....	8.98	.....

Total miles in Route No. 39A..... 21 10

*Not included in total.

STATE ROUTE No. 39B

Commencing at a point on route number three at or near the village of Nyack, in Rockland county; running thence westerly and northerly through Rockland county, by way of Suffern, to a point to be determined by the commission on the dividing line between Rockland and Orange counties; thence through Orange county to a point to be determined by the commission on route number four.

Amended by L. 1911, ch. 662.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
ROCKLAND COUNTY								
1	Nyack: Midland Ave. (Rt. 3)	Nyack: W. Corp. Line.....	Village			0.23		
2	Nyack: W. Corp. Line.....	Knappe Corners.....	5178	2.20				
2A	Knappe Corners.....	Nanuet Road.....	689		2.27			
3	Nanuet Road.....	Dyke's Crossing.....	5504	0.39				
3A	Dyke's Crossing.....	Spring Valley: E. Corp. Line.....	689		1.24			
4	Spring Valley: E. Corp. L....	Spring Valley: W. Corp. L....	5428	0.99				
4A	Spring Valley: W. Corp. L....	Tallman.....	9000			2.30		
4B	Tallman.....	Suffern: E. Corp. Line.....	9000			1.80		
5	Suffern: E. Corp. Line.....	Suffern: _____ St.....	Village			0.50		
	Suffern: _____ St.....	Suffern: Orange Ave.....						0.59
6	Suffern: Spring Valley Road.	Suffern: No. Corp. Line.....	5388	0.36				
6A	Hillburn: So. Corp. Line....	Hillburn: No. Corp. Line....	5388	1.14				
7	Hillburn: No. Corp. Line....	Orange County Line.....	91		3.90			
				5.08	7.41	4.83		0.59
Also:								
6	Suffern: Spring Valley Rd....	New Jersey State Line.....	5388	0.66				
				5.74	7.41	4.83		0.59
ORANGE COUNTY								
1	Rockland County Line.....	Indian Kill Brook.....						3.30
2	Indian Kill Brook.....		416		0.63			
3		Arden.....						3.30
4	Arden.....	Newburg Junction.....						1.70
5	Newburg Junction.....	Harriman.....	115		0.70			
6	Harriman.....	Harriman, Route No. 4.....						0.50
					1.33			8.80
				5.74	8.74	4.83		9.39
Route totals.....								
Total miles in Route No. 39B..... 25.70								

STATE ROUTE No. 41

Beginning on the dividing line between the city and county of New York and the town of Pelham in the county of Westchester, running thence northeasterly along the Shore road in the town of Pelham to the city of New Rochelle, and from the city of New Rochelle along the Boston post road through the towns of Mamaroneck and Rye to the Connecticut boundary line; and also beginning on the said dividing line between the city of New York and the town of Pelham and running thence northerly along the Boston post road through the town of Pelham to the city of New Rochelle.

Amended by L. 1911, ch. 395.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
WESTCHESTER COUNTY								
1A	N. Y. City Line.....	Pelham Manor: W. Corp. L.	5374	0.18	.....	.....	.....	.....
1A	Pelham Manor: W. Corp. L.	Pelham Manor: E. Corp. L..	5375	1.02	.....	.....	.....	.....
1A	Pelham Manor: E. Corp. L..	New Rochelle: W. Corp. L..	5374	0.02	.....	.....	.....	.....
1A	New Rochelle: W. Corp. L..	New Rochelle: Franklin Ave.	City	.....	.....	1.50	.....	.....
1	New Rochelle: Franklin Ave.	New Rochelle: E. Corp. Line.	City	.....	.....	0.90	.....	.....
2	New Rochelle: E. Corp. Line.	Larchmont: W. Corp. Line...	5372	0.22	.....	.....	.....	.....
3	Larchmont: W. Corp. Line..	Larchmont: E. Corp. Line...	5371	0.95	.....	.....	.....	.....
2A	Larchmont: E. Corp. Line...	Mamaroneck: W. Corp. Line.	5372	0.51	.....	.....	.....	.....
4A	Mamaroneck: W. Corp. Line.	Mamaroneck: Fennimore Rd.	5376	0.65	.....	.....	.....	.....
4B	Mamaroneck: Fennimore Rd.	Mamaroneck: Barry Ave....	Village	.....	.....	0.73	.....	.....
4C	Mamaroneck: Barry Ave....	Mamaroneck: No. Corp. L..	5376	0.64	.....	.....	.....	.....
5A	Rye: So. Corp. Line.....	Rye: Blind Creek Bridge....	5373	2.08	.....	.....	.....	.....
5B	Rye: Blind Creek Bridge....	Rye: Milton Plains Road....	.....	.....	.....	.....	.....	0.51
5C	Rye: Milton Plains Road....	Rye: No. Corp. Line.....	5373	0.77	.....	.....	.....	.....
6	Rye: No. Corp. Line.....	Connecticut State Line.....	Village	.....	.....	2.00	.....	.....
				7.04	.....	5.13	.....	0.51
Also:								
1B	N. Y. City Line.....	New Rochelle: W. Corp. L..	5375	0.32	.....	.....	.....	.....
1B	New Rochelle: W. Corp. L..	Sec. No. 1A, at Main St.....	City	.....	.....	2.10	.....	.....
				0.32	.....	2.10	.....	.....
Route totals.....				7.36	.....	7.23	.....	0.51
Total miles in Route No. 41.....								15.10

STATE ROUTE No. 42

Division No. 2

Beginning at the city of Schenectady at trunk line six and extending thence southeasterly along the following highways: Troy-Schenectady, section number one; Troy-Schenectady, section number two; Troy-Schenectady, section number three; Troy-Schenectady, section number four; Watervliet-Nineteenth street; thence along Nineteenth street to and across the bridge at the Troy and West Troy Bridge Company to Congress street in the city of Troy; thence easterly along Congress street to Pawling avenue; thence along Pawling avenue to Pinewoods avenue; thence along Pinewoods avenue to Eagle Mills connecting with Brunswick-Turnpike number two hundred and twenty-seven; thence to Quackenkill, Grafton and Petersburg, to a point on the state line of Massachusetts, to be determined by the commission.

Amended by L. 1914, ch. 376.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under tract	Approximate mileage to be built
				State	County	Town or corporation		
SCHENECTADY COUNTY								
1	Schenectady: Wash'n St (Rt.6)	Schenectady: E. Corp. Line..	City	.....	.....	2.20	.....	.....
2	Schenectady: E. City Line...	.....	1	.....	2.03	.....	.....	.....
3	.....	Albany County Line.....	407	.....	3.03	.....	.....	.....
				.....	5.03	2.20	.....	.....
ALBANY COUNTY								
1	Schenectady County Line...	Latham's Corners.....	004	.....	3.88	.....	.....	.....
2	Latham's Corners.....	Watervliet: W. City Line....	630	.....	2.24	.....	.....	.....
3	Watervliet: W. City Line....	D. & H. R. R. Crossing.....	956	.....	0.46	.....	.....	.....
4	D. & H. R. R. Crossing.....	Congress St. Bridge.....	City	.....	.....	0.60	.....	.....
				.....	6.58	0.60	.....	.....
RENSSELAER COUNTY								
1	Congress St. Bridge.....	Troy: Pawling Ave.....	City	.....	.....	1.20	.....	.....
	Troy: Congress St.....	Troy: Pinewoods Ave.....	City	.....	.....	0.40	.....	.....
	Troy: Pawling Ave.....	Troy: Old E. City Line.....	City	.....	.....	0.60	.....	.....
2	Troy: Old E. City Line.....	Troy: New E. City Line.....	City	.....	.....	0.30	.....	.....
	Troy: New E. City Line.....	Eagle Mills: Poestenkill Cr..	.....	.....	.....	.....	.....	3.00
3	Eagle Mills: Poestenkill Cr..	Eagle Mills Road.....	227	.....	0.19	.....	.....	.....
	Eagle Mills Road.....	Clums Corners.....	631	.....	2.25	.....	.....	.....
4	Clums Corners.....	Quackenkill Bridge.....	197	.....	1.73	.....	.....	.....
5	Quackenkill Bridge.....	Grafton.....	5222	5.93	.....	.....	.....	.....
6	Grafton.....	Petersburg.....	5478	6.24	.....	.....	.....	.....
7	Petersburg.....	Massachusetts State Line...	.....	.....	.....	.....	.....	5.01
				12.27	4.17	2.50	.....	8.01
Also:								
1	Troy: Old City Line.....	Troy: New City Line.....	5310	0.95	.....	.....	.....	.....
				13.22	4.17	2.50	.....	8.01
	Route totals.....		.....	13.22	15.78	5.40	.....	8.01
Total miles in Route No. 42.....				42.41				

STATE ROUTE No. 43

Beginning at Main street in the village of Mount Morris, running thence southwesterly along what is known as the state road to the village of Nunda, in Livingston county, thence along what is known as the Oakland-Portage road to Portage bridge and Letchworth park.
Amended by L. 1911, ch. 166.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
LIVINGSTON COUNTY								
1	Mt. Morris: Main St.....	Mt. Morris: W. Corp. Line..	5270	0.77				
	Mt. Morris: W. Corp. Line...	Ridge.....	5270	3.39				
	Ridge.....	Guyles Corners.....	5270	2.76				
2	Guyles Corners.....	Nunda: No. Corp. Line.....	5271	3.60				
	Nunda: No. Corp. Line.....	Nunda: W. Corp. Line.....	5271	0.78				
	Nunda: W. Corp. Line.....	Oakland.....	5271	1.13				
3	Oakland.....	Portage.....	5272	4.20				
				16.63				
Route totals.....				16.63				
Total miles in Route No. 43.....				16.63				

STATE ROUTE No. 43*

Commencing at a point at or near the village of Stillwater in Saratoga county, running thence northerly and northwesterly through Bemis Heights and the Saratoga battlefield to Quaker Springs, running thence northerly and northeasterly through Victory Mills, thence to Schuylerville by way of Creamery Hill to Broad street; thence northerly to Spring street; and thence westerly until it connects with county highway number two hundred and forty-four.
Amended by L. 1911, ch. 259.

Section number	FROM	TO	Highway number	MILES COMPLETED			con- Miles under tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
SARATOGA COUNTY								
1	Stillwater: So. Corp. Line....	Stillwater: No. Corp. Line...	5313	1.30	.....	.....	.....	.....
2	Stillwater: No. Corp. Line...	Saratoga Town Line.....	5205	5.38	.....	.....	.....	.....
3	Stillwater Town Line.....	Quaker Springs.....	5230	1.90	.....	.....	.....	.....
	Quaker Springs.....	Victory Mills: So. Corp. L...	5230	4.51	.....	.....	.....	.....
	Victory Mills: So. Corp. L...	Schuylerville: So. Corp. L...	5230	1.11	.....	.....	.....	.....
4	Victory Mills: No. Corp. L...	Schuylerville: W. Corp. L....	5277	1.03	.....	.....	.....	.....
				15.23	.....	.....	.....	.....
Route totals.....				15.23	.....	.....	.....	.....
Total miles in Route No. 43*..... 15.23								

*So in original.

STATE ROUTE No. 45

Commencing at a point on route twelve in the village of Watkins and running thence easterly and thence northerly on the east shore of Seneca lake through the hamlets of Hector and North Hector to a point on the dividing line of Schuyler and Seneca counties, thence northeasterly through the hamlet of Caywood to the village of Lodi and thence easterly to the village of Interlaken connecting with route thirty-six.

Amended by L. 1912, ch. 57.

Section number	FROM	TO	Highway number	MILES COMPLETED			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
SCHUYLER COUNTY								
1	Watkins: Franklin St. (Rt. 12)	Cliff Corners.....	5295	1.60	.....	.....	.....	.....
2	Cliff Corners.....	Howell's Corners.....	.....	.....	.....	.....	.....	4.00
3	Howell's Corners.....	Hector.....	.....	.....	.....	.....	.....	3.00
4	Hector.....	Seneca County Line.....	.....	.....	.....	.....	.....	3.00
				1.60	.....	.....	.....	10.60
SENECA COUNTY								
1	Schuyler County Line.....	Caywood.....	.....	.....	.....	.....	.....	1.00
2	Caywood.....	Lodi.....	.....	.....	.....	.....	.....	4.20
3	Lodi.....	Interlaken: W. Corp. Line...	5589	.....	.....	.....	4.61	.....
4	Interlaken: W. Corp. Line...	Interlaken: Main St. (Rt. 36)	5589	.....	.....	.....	0.40	.....
				.....	.....	.....	5.01	6.00
				1.60	.....	.....	5.01	16.00
		Route totals.....						
Total miles in Route No. 45..... 23.21								

STATE ROUTE No. 46

Commencing at a point on route number fourteen at or near Coopers Plains in Steuben county and running thence northerly to a point on the dividing line of Steuben and Schuyler counties; thence northeasterly through the village of Monterey and easterly by the valley road through the hamlet of Townsend; thence northeasterly following Old Forks picnic ground road to the village of Watkins, connecting with route number twelve; thence southerly on route twelve to its intersection with route number forty-five; thence along said route forty-five to a point about one and one-half miles from the village of Burdett; thence northeasterly to the village of Burdett; thence easterly and northeasterly through Bennettsburg to Reynoldsville; thence southeasterly to Mecklenburg; thence northeasterly to Perry City; thence to a point on the dividing line between Schuyler and Tompkins counties; thence northeasterly to the village of Trumansburg, connecting with route number thirty-six.

Amended by L. 1911, ch. 220.

Section number	FROM	TO	Highway number	Miles			con- tract	Approximate mile- age to be built
				State	County	Town or cor- poration		
STEUBEN COUNTY								
1	Cooper's Plains (Rt. 14)	East Campbell						2.12
2	East Campbell	Schuyler County Line						2.38
								6.96
SCHUYLER COUNTY								
1	Steuben County Line	Monterey						2.78
2	Monterey	Townsend: Dix Town Line						6.40
3	Townsend: Orange Town L.	Watkins: So. Corp. Line	5557				5.61	
4	Watkins: So. Corp. Line	Watkins: Franklin St. (Rt.12)	5557				0.42	
	Watkins: Corning St.	Chiff Corners	Rt. 12 Rt. 45	*1.96				
5	Chiff Corners (Rt. 45)	Bennettsburg	5295	2.78			0.77	
5A	Bennettsburg	Reynoldsville						4.40
6	Reynoldsville	Mecklenburg						4.20
7	Mecklenburg	Perry City						3.30
8	Perry City	Tompkins County Line	5575				0.80	
				2.78			7.00	22.00
TOMPKINS COUNTY								
1	Schuyler County Line	Trumansb'g: Main St.(Rt.36)	5575				3.32	
							3.32	
Route totals				2.78			10.92	23.96
Total miles in Route No. 46								42.64

* Not included in total.

APPENDIX D

TABLE

ARRANGED BY YEAR OF CONTRACT

SHOWING ALL

STATE AND COUNTY HIGHWAYS

UNDER CONTRACT

DURING 1916.

[869]

CONTRACTS ACCEPTED DURING 1916

Highway No.	County	Total mile- age	Type mileages						Miscellaneous Type Miles
			W. B. W. B.	surface appl.	Bit. mac.	Brick	F. Con.		
CONTRACTS OF 1911									
5155.....	Albany.								
5169.....	Ulster.....	3.57	....	....	3.57	....	....	.....	....
CONTRACTS OF 1912									
5242.....	Broome.....	3.22	....	3.22	....	....	....	.....	....
5253-E* ¹ ...	Steuben.....	....	....	....	....	....	....	.....	....
5369-A* ² ..	Cattaraugus..	....	....	....	....	....	....	.....	....
5365.....	Cattaraugus..	3.38	....	....	....	0.95	....	S.Con. B.T.	2.43
5301 ¹	Suffolk.....	....	....	....	....	....	....	.....	....
		<u>6.60</u>		<u>3.22</u>		<u>0.95</u>			<u>2.43</u>
CONTRACTS OF 1914									
472.....	Herkimer.....	6.15	....	....	6.15	....	....	.....	....
1035-A....	Erie.....	3.13	....	....	2.59	0.54	....	.....	....
1037-A....	Erie.....	0.39	....	....	....	0.39	....	.....	....
1052.....	Westchester..	4.69	....	....	4.69	....	....	.....	....
1064.....	Erie.....	4.03	4.03	....	....	....	....	.....	....
1067.....	Erie.....	4.08	....	....	....	4.08	....	.....	....
1152.....	Columbia.....	1.18	1.18	....	....	....	....	.....	....
1161.....	Broome.....	0.38	....	....	....	0.38	....	.....	....
1182.....	Jefferson.....	8.36	7.35	....	....	0.37	0.64	.....	....
1193.....	Lewis.....	9.17	....	....	6.59	0.17	2.41	.....	....
1198 ³	Albany.....	1.25	0.15	....	0.48	0.62	....	.....	....
1202.....	Nassau.....	4.41	....	....	....	....	4.41	.....	....
1212.....	Erie.....	5.40	....	....	....	5.40	....	.....	....
1213.....	Erie.....	6.22	....	....	....	....	6.22	.....	....
1215.....	Schoharie.....	4.16	4.16	....	....	....	....	.....	....
1217.....	Madison.....	3.19	3.19	....	....	....	....	.....	....
1218.....	Suffolk.....	1.27	....	....	....	....	1.27	.....	....
1219.....	Suffolk.....	4.69	....	....	....	....	4.69	.....	....
1220.....	Albany.....	6.70	6.70	....	....	....	....	.....	....
5243-A*...	Broome.....	4.67	....	....	4.67	....	....	.....	....
5245-A....	Chautauqua..	5.96	....	....	....	....	5.96	.....	....
5301-A....	Suffolk.....	12.86	....	....	0.56	....	12.30	.....	....
5340*.....	Delaware.....	6.84	....	....	6.84	....	....	.....	....
5348-A....	Steuben.....	1.22	....	....	1.22	....	....	.....	....
5364-A....	Westchester..	1.68	....	....	....	....	1.36	Asp. Blk...	0.32
5389.....	Rockland.....	1.56	....	....	1.56	....	....	.....	....
5415.....	Oswego.....	5.81	....	....	....	....	5.81	.....	....
5417.....	Niagara.....	5.40	0.19	....	....	0.13	5.08	.....	....
5428 ³	Rockland.....	....	....	....	....	....	....	.....	....
5434.....	Chautauqua..	4.44	....	....	....	2.02	2.42	.....	....
5445.....	Otsego.....	7.75	....	....	....	....	....	S.Con. B.T.	7.75
5457.....	Sullivan.....	6.48	....	....	6.48	....	....	.....	....
5460.....	Dutchess.....	10.87	....	....	10.87	....	....	.....	....
5464.....	Westchester..	4.74	....	....	4.74	....	....	.....	....
5468.....	Franklin.....	4.66	....	....	3.59	0.80	0.27	.....	....
5472*.....	Cortland.....	2.11	....	....	2.11	....	....	.....	....
5480.....	Orange.....	1.87	....	....	1.87	....	....	.....	....
5484.....	Dutchess.....	2.09	....	....	2.09	....	....	.....	....
5491.....	Greene.....	5.18	5.18	....	....	....	....	.....	....

* Under 20-day notice of acceptance.

¹ Original contract for 12.92 miles cancelled; plans changed to 12.86 and relet as 5301-A. See 1914 contracts. ² See 1915 contracts. ³ Cancelled but completed by contractor and Division Engineer

CONTRACTS ACCEPTED DURING 1916—*Continued*CONTRACTS OF 1914—*Concluded*

Type mileages

Highway No.	County	Total mile- age	W. B. surface					Miscellaneous	
			W. B.	appl.	Bit. mac.	Brick	F. Con.	Type	Miles
5497.....	St. Lawrence....	9.79	....	....	9.79	....	....	....	....
5500.....	Essex.....	7.16	7.16	....	....	....	....	....	....
5503.....	Wayne.....	2.90	....	....	....	....	2.90	....	....
5511 ¹	Ontario.....	5.87	5.08	....	....	0.61	....	St. Blk.	0.18
5524.....	Herkimer.....	5.27	5.27	....	....	....	....	....	....
So. Boul'd.	Albany.....	1.59	1.05	....	....	....	....	M.M....	0.54
		207.62	50.69	....	76.89	15.51	55.74		8.79

CONTRACTS OF 1915

471-830...	Herkimer.....	3.60	....	3.60	....	....	....	....	....
511.....	Montgomery....	3.81	3.81	....	....	....	....	....	....
582.....	Orleans.....	2.46	....	....	2.46	....	....	....	....
766-767..	Monroe.....	7.12	....	7.12	....	....	....	....	....
817*.....	Saratoga.....	3.57	....	3.57	....	....	....	....	....
830.....	See 471.								
1012-A....	Chautauqua....	1.51	....	....	....	....	1.51	....	....
1062.....	Chautauqua....	1.59	....	....	....	1.59	....	....	....
1077.....	Tioga.....	4.72	....	4.72	....	....	....	....	....
1081.....	Washington....	3.34	....	3.34	....	....	....	....	....
1102.....	Steuben.....	9.09	9.09	....	....	....	....	....	....
1153.....	Niagara.....	1.27	....	....	....	....	....	{ St. Blk..	0.30
								{ Asp. Blk.	0.97
1154.....	Rensselaer....	0.88	....	....	0.88	....	....	....	....
1158.....	Oneida.....	6.65	....	6.65	....	....	....	....	....
1209.....	Onondaga.....	0.27	....	....	....	0.27	....	....	....
1225.....	Jefferson.....	2.86	....	2.86	....	....	....	....	....
1226.....	Jefferson.....	2.40	....	2.40	....	....	....	....	....
1232.....	Schuyler.....	1.11	....	....	....	1.11	....	....	....
1234.....	Schoharie.....	4.99	4.99	....	....	....	....	....	....
1235*.....	Dutchess.....	5.44	....	5.44	....	....	....	....	....
1241.....	Broome.....	2.32	2.32	....	....	....	....	....	....
1243*.....	Oswego.....	5.41	5.41	....	....	....	....	....	....
1244.....	Oswego.....	5.22	5.22	....	....	....	....	....	....
1257.....	Herkimer.....	1.81	1.32	....	....	....	....	{ St. Blk..	0.17
								{ S. Con..	0.32
1263.....	St. Lawrence....	10.85	....	9.47	....	....	1.38	....	....
1265.....	St. Lawrence....	5.50	....	....	5.50	....	....	....	....
1266.....	St. Lawrence....	3.09	....	....	3.09	....	....	....	....
1268.....	Genesee.....	4.49	4.49	....	....	....	....	....	....
1269.....	Cattaraugus....	5.62	0.26	....	....	....	5.36	....	....
1270.....	Delaware.....	7.69	....	....	7.69	....	....	....	....
1273.....	Delaware.....	2.50	....	....	2.50	....	....	....	....
1276.....	Ontario.....	1.23	....	....	0.97	0.26	....	....	....
1279.....	Albany.....	3.41	2.85	....	0.56	....	....	....	....
1281.....	Monroe.....	8.39	8.39	....	....	....	....	....	....
1283.....	Monroe.....	4.54	....	4.54	....	....	....	....	....
1284.....	Monroe.....	6.05	6.05	....	....	....	....	....	....
1285.....	Essex.....	3.31	....	....	3.31	....	....	....	....
1287.....	Oswego.....	7.75	....	....	7.75	....	....	....	....
1288.....	Oswego.....	5.12	....	....	5.12	....	....	....	....
1289.....	Erie.....	0.84	....	....	....	0.34	....	....	....
1293.....	Orleans.....	1.80	....	1.80	....	....	....	....	....
1296.....	Chautauqua....	0.77	....	....	....	....	0.77	....	....

* Under 20-day notice of acceptance.

¹ Contract not relet, finished by Division Engineer.

CONTRACTS ACCEPTED DURING 1916—*Concluded*CONTRACTS OF 1915—*Concluded*

Type mileages

Highway No.	County	Total mile- age	W. B.					Miscellaneous	
			W. B.	surface appl.	Bit. mac.	Brick	F. Con.	Type	Miles
1318-1319.	Monroe and Livingston...	1.88	....	....	....	1.64	....	Amies...	0.24
1320*.....	Schuyler.....	2.75	....	2.75	....	....	....	.....	....
1326.....	Madison.....	0.18	....	....	0.18	....	....	.....	....
1328.....	Monroe.....	0.73	....	....	....	....	....	M.M2...	0.73
1331*.....	Columbia.....	4.27	....	....	4.27	....	....	.....	....
1337*.....	Monroe.....	2.91	....	2.14	....	....	....	M.M....	0.77
1338.....	Schenectady....	4.22	4.22	....	....	....	....	.....	....
1339.....	Genesee.....	0.40	....	0.40	....	....	....	.....	....
5241-A*...	Broome.....	3.15	3.15	....	....	....	....	.....	....
5253-E*...	Steuben.....	5.50	....	5.50	....	....	....	.....	....
5259-A*...	Cattaraugus....	4.29	....	....	....	....	4.29	.....	....
5265-A....	Cattaraugus....	0.93	....	....	....	0.93	....	.....	....
5274-A....	Onondaga.....	0.18	....	....	0.18	....	....	.....	....
5428.....	Rockland.....	1.00	....	....	0.79	0.21	....	.....	....
5457-A....	Sullivan.....	0.72	....	....	0.72	....	....	.....	....
5508.....	Ulster.....	6.50	....	....	6.50	....	....	.....	....
5525.....	Cayuga.....	4.58	....	....	4.58	....	....	.....	....
5534.....	Saratoga.....	4.98	....	....	....	4.98	....	.....	....
5535.....	St. Lawrence....	6.66	....	....	6.48	....	0.18	.....	....
5537.....	Steuben.....	1.72	....	....	....	....	0.18	H. Con..	1.54
5540.....	Essex.....	10.16	....	10.16	....	....	....	.....	....
5542.....	Saratoga.....	4.56	....	4.56	....	....	....	.....	....
5548.....	Jefferson.....	7.27	....	....	....	1.36	5.91	.....	....
5550.....	Erie.....	0.59	....	....	....	0.59	....	.....	....
5553.....	Oneida.....	5.73	5.73	....	....	....	....	.....	....
5554.....	Fulton.....	4.58	4.58	....	....	....	....	.....	....
5555.....	Albany.....	4.20	....	....	4.20	....	....	.....	....
5561.....	Niagara.....	4.42	....	....	....	....	4.42	.....	....
5564.....	Steuben.....	7.31	7.31	....	....	....	....	.....	....
5566.....	Cortland.....	0.23	....	....	0.23	....	....	.....	....
5567.....	Tompkins.....	3.04	3.04	....	....	....	....	.....	....
5568*.....	Chenango.....	4.02	....	....	....	....	4.02	.....	....
5569.....	Schoharie.....	4.79	....	....	4.79	....	....	.....	....
5574*.....	Columbia.....	1.17	....	....	1.17	....	....	.....	....
5578.....	Washington.....	1.89	....	1.89	....	....	....	.....	....
5581.....	Monroe.....	0.14	....	....	....	0.14	....	.....	....
5591.....	Orange.....	0.38	....	0.38	....	....	....	.....	....
		285.92	82.23	83.29	73.92	13.42	28.02		5.04

CONTRACTS OF 1916

95-A*...	Orange.....	0.11	....	....	0.11	....	....	.....	....
525-B....	Erie.....	0.28	0.28	....	....	....	....	.....	....
948-A....	Albany.....	0.17	....	....	0.17	....	....	.....	....
1367*.....	Monroe.....	1.72	....	1.72	....	....	....	.....	....
1399*.....	Seneca.....	0.24	....	....	0.24	....	....	.....	....
5155.....	Albany.....	5.37	....	....	5.37	....	....	.....	....
5600.....	Erie.....	2.11	....	....	....	....	2.11	.....	....
5614.....	Albany.....	0.10	....	....	0.10	....	....	.....	....
5620*.....	Ontario.....	0.82	....	....	....	....	0.82	.....	....
		10.92	0.28	1.72	5.99	0.00	2.93		0.00

* Under 20-day notice of acceptance.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1916

STATE COMMISSIONER OF HIGHWAYS													873
Highway No.	County	Contractor	Date of contract	Total mile- age	Type mileages					Contract price plus or minus special agreements	Per cent com- pleted Dec. 31, 1916		
					W. B. surface appl.	Bit. mac.	Brick	F. Con.	Miscellaneous				
									Type			Miles	
CONTRACTS OF 1911													
749 ¹	Niagara	Brooks & Julian	June 23	10.30	....	10.30	....	....	....	\$117,900 00	95
763 ²	Columbia	General Construction Co.	April 4	....	....	....	....	....	....	....	....
924 ³	Erie	Busch & Percival	June 22	....	....	....	....	....	....	....	....
925	Erie	Busch & Percival	June 17	5.40	5.40	....	....	....	....	47,989 00	....	
1911 totals					15.70	5.40	10.30						
CONTRACTS OF 1912													
976 ⁴	Wyoming	Aikenhead, Bailey & Donaldson	June 18	....	....	....	....	....	....	....	....
1045 ⁴	Niagara	McMahon & Fell	June 22	....	....	....	....	....	....	....	....
5234 ⁶	Sullivan	Ruddy-Saunders Construction Co.	June 11	....	....	....	....	....	....	....	....
5258 ²	Cattaraugus	Dunkirk Construction Co.	June 14	....	....	....	....	....	....	....	....
5328 ²	Orange	Suffolk Contracting Co.	Sept. 12	....	....	....	....	....	....	....	....
CONTRACTS OF 1914													
468	Herkimer	H. Ward Dickinson	July 29	5.55	5.55	....	....	....	....	\$52,519 00	78
731-R ⁷	Cattaraugus	J. B. Hurley, Inc.	Mar. 5	....	....	....	....	....	....	....	84
986 ²	Sullivan	Bridgeport Construction Co.	Nov. 4	....	....	....	....	....	....	....	....
1066	Erie	Rich Construction Co., Inc.	Nov. 4	6.58	....	....	1.47	4.96	St. Blk....	145,039 50	90
1157	Oneida	Joseph Walker Construction Co.	Oct. 16	13.73	13.73	....	....	....	....	121,161 50	97
¹ Contract forfeited and road now being completed by department forces.													
² Contract forfeited. See 1916 contracts.													
³ See 1916 contracts.													
⁴ Contract forfeited. See 1916 contracts.													
⁵ See 1914 contracts.													
⁶ Forfeited. 8.51 miles Bit. Mac. Contract price \$104,653.50. See 1915 contracts.													
⁷ 1.23 miles of brick pavement. Contract price, \$74,486.66.													

¹ Contract forfeited and road now being completed by department forces.
² Contract forfeited. See 1916 contracts.
³ See 1916 contracts.
⁴ Contract forfeited. See 1916 contracts.
⁵ See 1914 contracts.
⁶ Forfeited. 8.51 miles Bit. Mac. Contract price \$104,653.50. See 1915 contracts.
⁷ 1.23 miles of brick pavement. Contract price, \$74,486.65.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED,
DECEMBER 31, 1916 — (Continued)

Highway No.	County	Contractor	Date of contract	Total mile- age	Type mileages				Miscellaneous	Contract price plus or minus special agreements	Per cent com- pleted Dec. 31, 1916		
					W. B. surface appl.	Bit. mac.	Brick	F. Con.				Type	Miles
CONTRACTS OF 1914 — (Concluded)													
1189.....	Tompkins.....	William Hazard.....	Oct. 19	6.34	6.34	.....	.....	.....	60,941 82	79
1208.....	Suffolk.....	Eastern Asphalt Paving Co.....	July 29	9.57	.....	.....	9.57	.....	108,943 00	1
1214.....	Erie.....	Thomas F. Shaughnessey.....	Nov. 2	5.90	.....	.....	5.90	.....	93,660 50	92
5179-A.....	Essex.....	Boynton & McNally.....	Sept. 3	6.77	.....	6.77	.....	.....	35,315 86	100
5217-A.....	Chautauqua...	Lawrence Schultze.....	Nov. 2	6.82	.....	.....	6.82	.....	100,198 60	78
5232-A.....	Suffolk.....	Eastern Asphalt Paving Co.....	May 16	11.59	.....	11.59	.....	.....	172,657 35	93
5263-A.....	Chautauqua...	Edward T. Beck & Co.....	Nov. 2	5.51	0.13	.....	5.38	.....	81,866 00	94	
5334-A.....	Schuy. & Yates	John W. Gurnett.....	July 9	7.85	.....	.....	.....	S. Con....	92,396 00	73
5383-A.....	Delaware.....	Edgecomb Bros.....	May 25	7.21	.....	7.21	.....	.....	109,317 00	88
5432 ¹	Chemung and Schuyler....	Peter F. Connolly Co.....	May 15	.....	.....	.....	.....	.....	.....	.....
5469.....	Orleans.....	S. V. R. Malcolm & Son.....	May 22	8.91	.....	.....	8.91	.....	112,614 59	93
5510.....	Sullivan.....	Henry McNamee.....	Oct. 3	8.18	.....	8.18	.....	.....	102,754 50	41
5514.....	Hamilton.....	Parker-Hassam Paving Co.....	Oct. 19	6.98	6.98	.....	.....	.....	101,310 50	60
5516.....	Onondaga.....	Dale Engineering Co.....	Oct. 21	8.73	.....	8.73	.....	.....	128,255 74	95
5518.....	Allegany.....	Kennedy Construction Co., assigned to William H. Madden.....	Oct. 20	4.75	.....	.....	4.75	.....	53,539 00	95
5519 ²	Saratoga.....	Municipal Asphalt Co.....	Dec. 14	.....	.....	.....	.....	.....	.....	.....
1914 totals.....				130.97	32.73	42.48	1.47	46.29	8.00	.....		

CONTRACTS OF 1915

410 ³	Montgomery..	James Anderson (assigned to Patrick F. Herlihy).....	July 15	7.10	7.08	.....	.....	St. Blk....	79,660 00	36
448.....	Orange.....	Armstrong & Trowbridge.....	Oct. 29	3.64	.....	3.64	.....	.....	28,868 00	40
449.....	Orange.....	A. Ruggerio.....	Nov. 1	3.17	.....	3.17	.....	.....	20,542 50	50
512.....	Montgomery..	Routley & Summers.....	Nov. 12	4.59	4.59	.....	.....	.....	29,528 00	61

580.....	Orleans.....	Thomas Holahan.....	June 12	2.87	....	....	2.12	....	....	St. Blk.....	0.75	39,878 30	95
581.....	Orleans.....	Michael Murphy.....	June 9	7.46	7.46	....	....	....	....	....	....	65,085 50	98
608.....	Ulster.....	Armstrong & Trowbridge.....	Oct. 28	10.24	....	....	10.24	....	....	....	....	82,935 37	45
619.....	Fulton.....	Brady-Oltarsh Construction Co., Inc.	July 16	2.12	2.12	....	....	....	....	....	....	20,155 01	78
799.....	Niagara.....	Arthur F. McConville.....	Aug. 30	4.21	....	....	....	....	4.21	....	....	53,156 00	70
831.....	Herkimer.....	M. Bennett & Sons.....	May 14	5.63	5.63	....	....	....	....	....	....	50,768 80	93
976 ¹	Wyoming.....	Thomas F. Shaughnessy.....	Sept. 28	....	....	....	....	....	....	....	....	....	....
986 ²	Sullivan.....	Fulton Engineering Co., Inc. (as- signed to William Oppenheim)...	Feb. 23	....	....	....	....	....	....	....	....	....	....
1026.....	Chautauqua...	Thomas Mahoney.....	May 10	3.99	....	....	....	3.99	....	....	....	96,461 00	60
1054 ³	Genesee.....	E. H. Brown.....	Jan. 7	....	....	....	....	....	....	....	....	....	58
1072.....	Onondaga.....	Phelan & Sullivan.....	June 18	3.06	....	....	3.06	....	....	....	....	53,796 50	58
1073.....	Onondaga.....	Criswell Mallory, Inc.....	June 18	7.23	....	....	7.03	....	0.20	....	....	85,388 65	71
1074.....	Onondaga.....	John Davin.....	June 29	1.91	....	....	....	0.58	1.33	....	....	40,977 63	86
1076.....	Tioga.....	Dana W. Robbins, Inc.....	Aug. 27	4.29	....	4.29	....	....	....	....	....	35,354 50	87
1079.....	Tioga.....	Peter F. Connolly Co.....	Oct. 29	4.07	4.07	....	....	....	....	....	....	30,602 83	89
1088.....	Wyoming.....	Frank M. Foote.....	July 19	1.53	1.53	....	....	....	....	....	....	23,464 00	80
1098 ¹	Hamilton.....	John F. Lewis.....	June 17	....	....	....	....	....	....	....	....	....	10
1100.....	Hamilton.....	Galway & Co.....	June 17	4.54	4.54	....	....	....	....	....	....	43,720 50	46
1109 ²	Washington...	William L. Sherrill.....	Sept. 1	....	....	....	....	....	....	....	....	....	....
1110.....	Madison.....	Mohawk Engineering Co.....	Nov. 1	3.05	....	3.05	....	....	....	....	....	26,151 00	60
1159.....	Oneida.....	H. B. Sproul Construction Co., Inc.	June 12	7.76	7.76	....	....	....	....	....	....	82,944 00	82
1162 ³	Dutchess.....	Cairnie St. George Co., Inc.....	Sept. 1	....	....	....	....	....	....	....	....	51,750 50	31
1163 ³	Dutchess.....	Ruddy & Saunders Construction Co.	Sept. 2	....	....	....	....	....	....	....	....	....	6
1221.....	Putnam.....	Amos D. Bridges' Sons, Inc.....	Jan. 8	2.55	....	....	2.55	....	....	....	....	37,232 00	84
1223.....	Washington...	E. J. Anderson.....	May 24	5.96	....	5.96	....	....	....	....	....	62,261 00	63
1227 ¹	Jefferson.....	James E. Martin.....	June 16	4.60	....	....	....	....	4.60	....	....	56,474 75	20
1228.....	Warren.....	D. L. Anderson (assigned to Kings- bury Construction Co.).....	July 20	5.13	5.13	....	....	....	....	....	....	69,707 75	61
1229.....	Albany.....	John W. Flynn.....	April 11	2.80	2.80	....	....	....	....	....	....	23,668 00	83
1240.....	Broome.....	Fitch and Douglas.....	July 19	0.91	....	....	....	0.91	....	....	....	43,212 80	92
1242.....	Greene.....	M. E. Francis.....	May 25	4.43	....	....	4.43	....	....	....	....	50,420 50	45
1248.....	Livingston...	Ribstein-Holter Co., Inc.....	May 24	3.96	3.96	....	....	....	....	....	....	43,607 70	96
1250.....	Franklin.....	Spuyten-Duyvil Construction Co...	April 21	5.50	....	....	5.50	....	....	....	....	73,054 00	63

¹ See 1915 contracts.
² Contract forfeited. See 1916 contracts.
³ Forfeited.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1916 — (Continued)

Highway No.	County	Contractor	Date of contract	Total mile- age	Type mileages				Miscellaneous	Contract price plus or minus special agreements	Per cent com- pleted Dec. 31, 1916		
					W. B. surface appl.	W. B. Bit. mac.	Brick	F. Con.				Type	Miles
CONTRACTS OF 1915 — (Continued)													
1252.....	Franklin.....	Spuyten-Duyvil Construction Co...	May 12	11.41	....	11.41	....	....	....	104,999 00	48
1253.....	Jefferson.....	Henry P. Burgard.....	Nov. 16	6.05	....	6.05	....	....	....	45,212 00	92
1254.....	Cattaraugus...	H. J. Grathwol.....	May 12	4.43	....	....	....	4.43	....	52,694 10	74
1258.....	Hamilton.....	Highway Engineering Co., Inc.....	May 13	5.01	5.01	....	....	....	....	65,316 01	45
1259.....	Allegany.....	W. J. Fox.....	May 7	4.00	....	4.00	....	....	....	34,624 50	96
1260.....	Allegany.....	Bison City Engineering & Con- tracting Co., Inc.....	May 11	8.64	....	....	7.67	0.97	....	95,646 50	98
1261.....	St. Lawrence..	Ross-Hollenbeck Construction Co...	June 12	5.66	....	....	5.14	0.52	....	68,770 30	94
1264.....	St. Lawrence..	P. J. Kennedy.....	May 11	9.09	....	....	9.09	....	....	....	83
1267.....	Wyoming.....	Fred E. Gross & Son.....	July 23	6.99	6.99	....	....	....	....	67,390 00	31
1271.....	Delaware.....	Fulton Engineering Co., Inc.....	May 25	11.40	....	....	11.40	....	....	129,466 15	82
1272.....	Delaware.....	B. J. Anderson.....	May 24	5.84	....	....	5.84	....	....	63,898 00	56
1274.....	Suffolk.....	Town of Southampton.....	June 12	10.50	....	....	....	10.50	....	113,068 50	53
1275.....	Cattaraugus...	O. M. Severson & Co.....	May 24	3.95	1.05	....	....	0.21	2.69	67,727 90	95
1278.....	Ontario.....	Hovey Benedict.....	May 25	8.63	8.63	....	....	....	....	57,256 50	79
1280.....	Albany.....	David H. Crow.....	June 11	5.76	5.76	....	....	....	....	56,736 75	62
1291.....	Suffolk.....	Nordone & Petrillo.....	July 16	3.25	0.57	....	....	....	2.68	39,879 00	89
1295.....	Rockland.....	Brady-Oltarah Co., Inc.....	July 16	2.95	....	....	2.95	....	....	39,212 74	88
1297.....	Chautauqua...	John F. Dolan Contracting Co.....	July 17	3.55	....	....	....	2.73	0.82	72,582 82	97
1298.....	Chautauqua...	Dunkirk Construction Co.....	July 20	0.93	....	....	....	0.93	....	21,925 00	92
1300.....	Lewis.....	Fred E. Gross & Son.....	July 22	8.82	....	....	8.82	....	....	76,244 00	7
1302 ¹	Otsego.....	J. A. Culkin.....	July 19	....	....	....	....	....	....	....	13
1304 ¹	Erie.....	Shaw & Lakin.....	Aug. 31	1.17	....	....	....	1.17	....	26,878 50	61
1305.....	Cattaraugus...	Dunkirk Construction Co. (assigned to Public Service Contracting and Con-	Aug. 30	5.47	....	....	....	....	5.47	75,517 50	70
1306.....	Westchester...	The Pierson Engineering and Con- struction Co.....	Aug. 31	5.72	....	0.13	5.59	....	....	66,010 75	40
1307.....	Westchester...	James Clarcia & Vincent Cartmel...	Aug. 31	1.80	....	....	1.89	....	....	22,231 00	51

5588.....	Greene.....	James M. Hamilton & Co.....	Aug. 31	3.95	3.95	....	....	....	....	98,639 25	25
5589.....	Seneca.....	Greenfield Construction Co.....	Oct. 30	5.01	4.61	....	0.40	....	....	43,719 00	93
5593.....	Livingston.....	James Anderson.....	Oct. 29	7.69	....	7.69	....	....	....	63,063 00	4
5594.....	Clinton.....	Bluff Point Stone Co.....	Nov. 5	3.79	3.79	....	....	....	....	28,160 00	18
5595.....	Cortland.....	T. H. Gill & Co.....	Nov. 1	3.75	2.83	....	0.91	0.01	....	39,759 80	85
5596.....	Chautauqua.....	Edward T. Beck & Co.....	Nov. 15	0.79	....	....	....	0.79	....	25,780 70	32
5597.....	Oneida.....	Routley & Summers.....	Nov. 12	5.34	5.34	51,591 50	7

1915 totals.....	532.32	173.35	80.80	195.77	16.07	64.12	2.21
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CONTRACTS OF 1916

325.....	Seneca.....	Thomas F. Murray.....	Aug. 17	2.95	2.95	\$37,709 40	17
499.....	Orange.....	Frank Salvucci.....	June 12	9.18	9.18	101,370 50	5
513.....	Montgomery.....	Carl G. Snyder.....	Oct. 31	2.49	....	2.49	....	....	....	21,793 00	....
515.....	Montgomery.....	Adirondack Construction Co.....	Nov. 2	1.61	....	1.61	....	....	....	18,107 00	....
573-A.....	Monroe.....	C. W. Reynolds.....	Sept. 25	0.11	0.11	....	....	....	....	1,880 00	99
620.....	Fulton.....	Brady-Oltarsh Construction Co.....	July 11	5.13	....	5.13	....	....	....	49,044 01	....
621.....	Fulton.....	Coudy & Darling.....	Oct. 28	2.90	....	2.90	....	....	....	29,970 50	....
686-A.....	Cayuga.....	C. E. Rice.....	Oct. 31	0.12	....	....	0.12	....	....	8,014 24	....
763.....	Columbia.....	John A. Jova, Inc.....	Nov. 17	7.14	....	....	7.14	....	....	43,804 92	....
773.....	Niagara.....	Cold Spring Construction Co.....	Aug. 24	2.38	2.38	....	....	....	....	25,443 00	....
800.....	Niagara.....	Rich Construction Co., Inc.....	June 9	7.79	0.09	....	....	....	....	111,403 00	2
924-A.....	Erie.....	William F. Felton.....	Aug. 26	6.03	....	3.53	....	....	....	62,120 25	....
976.....	Wyoming.....	Bison City Engineering.....	June 28	3.52	....	....	....	....	....	39,347 75	12
986.....	Sullivan.....	Frank D. Van Horn.....	Aug. 23	10.97	10.97	....	....	....	....	34,126 44	76
1027.....	Chautauqua.....	Town of Mina.....	July 21	4.33	....	....	....	....	....	61,472 60	18
1045.....	Niagara.....	Hammond-Tracey Construction Co.....	Nov. 2	5.13	....	....	5.13	....	....	11,645 25	....
1054.....	Genesee.....	Frank D. Van Horn.....	Aug. 24	3.88	....	3.88	....	....	....	20,274 75	....
1058.....	Wayne.....	Steuben Construction Co.....	July 14	2.25	....	2.25	....	....	....	14,960 10	....
1060.....	Wayne.....	Thomas Grady.....	July 17	6.41	....	6.41	....	....	....	56,987 50	40
1078.....	Tioga.....	Lane Construction Corporation.....	Aug. 18	6.00	....	5.73	0.27	....	....	68,043 75	10
1098.....	Hamilton.....	R. A. Kelton.....	Aug. 11	4.22	....	4.22	....	....	....	35,020 46	....
1101.....	Steuben.....	Atlanta Construction Co.....	June 10	5.21	5.21	....	....	....	....	42,861 00	94
1109.....	Washington...	Lynden Contracting Corporation...	Aug. 11	2.06	2.06	....	....	....	....	19,081 70	28
1117.....	Saratoga.....	William G. Fox.....	July 11	6.10	....	....	6.10	....	....	79,304 50	8

¹ Forfeited. See 1916 contracts. ² Forfeited.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1916 -- (Continued)

Highway No.	County	Contractor	Date of contract	Total mile- age	Type mileages					Miscellaneous	Contract price plus or minus special agreements	Per cent com- pleted Dec. 31, 1916	
					W. B. surface appl.	Bit. mac.	Brick	F. Con.	Type				Miles
CONTRACTS OF 1916 — (Continued)													
1156.....	Chenango.....	A. B. Haight.....	July 20	0.82	....	0.82	....	....	....	\$15,414 25	42
1162.....	Dutchess.....	Fulton Engineering Co., Inc.....	Nov. 2	5.16	....	5.16	....	....	....	43,237 36	....	
1163.....	Dutchess.....	William J. Kidd, assigned to Fulton Engineering Co., Inc.....	June 6	6.18	....	6.18	....	....	....	74,775 71	13
1233.....	Schuyler.....	Steuben Construction Co.....	June 10	0.99	....	0.99	....	....	....	8,747 25	89
1255.....	Jefferson.....	Henry P. Burgard.....	June 12	14.05	....	14.05	....	....	....	145,895 50	5
1256.....	Jefferson.....	Henry P. Burgard Co.....	Oct. 30	7.76	....	7.76	....	....	....	79,831 45	....	
1302.....	Otsego.....	Frank D. Van Horn, assigned to W. C. Flannery.....	June 27	12.66	12.66	....	....	....	....	116,745 12	7
1308.....	Westchester...	John A. Jova, Inc.....	Sept. 25	2.15	....	2.15	....	....	....	22,515 62	15
1309.....	Westchester...	Fulton Engineering Co.....	June 9	6.63	....	6.63	....	....	....	66,078 86	10
1312.....	Dutchess.....	William J. Kidd.....	June 6	6.81	....	6.81	....	....	....	57,655 00	16
1321.....	Livingston...	Fred J. Kinney Contracting Co....	Oct. 31	8.34	....	8.34	....	....	....	84,681 60	18
1329.....	Orange.....	William J. Kidd, assigned to Schunemunk Construction Co...	June 9	3.70	....	....	0.17	3.53	....	47,269 75	18
1334-A.....	Erie.....	Carlisle O. Landel.....	Aug. 25	3.18	....	1.85	....	1.33	....	43,807 00	....	
1334-B.....	Erie.....	Arthur J. Shaw, Jr., & George Perrin.....	Aug. 24	1.12	....	....	....	1.12	....	38,629 00	....	
1341.....	Westchester...	Smith Bros. Contracting Co.....	Nov. 24	0.35	....	0.35	....	....	....	4,679 50	....	
1342.....	Nassau.....	Thomas O'Hern & Co.....	July 17	5.24	....	0.49	....	4.75	....	84,480 20	1
1343.....	Nassau.....	Rush Contracting Co.....	July 27	3.09	....	....	....	3.09	....	34,192 50	3
1344.....	Nassau.....	Joseph Capek, Inc.....	Aug. 22	3.38	....	....	....	3.38	....	44,007 00	3
1345.....	Saratoga.....	Irvine & Barry.....	April 26	5.74	....	5.74	....	....	....	59,874 75	32
1346.....	Herkimer.....	Dale Engineering Co.....	July 13	5.10	....	5.10	....	....	....	66,449 50	....	
1347.....	Schoharie.....	DeGraff & Hogeboom.....	June 19	4.43	....	4.43	....	....	....	47,948 00	39
1348.....	Greene.....	E. S. Sickles.....	June 9	3.98	3.98	....	....	....	....	41,765 80	30
1349.....	Wyoming.....	F. J. Mumm Contracting Co.....	June 6	4.73	4.73	48,309 10	40		
1350.....	Livingston...	William H. Madden.....	June 9	3.42	3.42	39,948 50	35		

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TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE [NOT BEEN] ACCEPTED,
DECEMBER 31, 1916 — (Continued)

Highway No.	County	Contractor	Date of contract	Total mile- age	Type mileages				Miscellaneous	Contract price plus or minus special agreements	Per cent com- pleted Dec. 31, 1916
					W. B. surface appl.	Bit. mac.	Brick	F. Con.			

CONTRACTS OF 1916 — (Continued)											
1404.....	Albany.....	Lane Construction Corporation.....	July 14	5.62	....	....	....	....	....	\$65,594 00	33
1405.....	Albany.....	C. S. Mathusa.....	July 18	2.93	....	....	....	....	....	35,875 25	34
1406.....	Wayne.....	Hendrickson-McCabe Construction Co.....	July 13	3.67	....	3.67	....	....	....	35,000 25	41
1407.....	Wayne.....	Dana W. Robbins.....	July 15	3.97	....	3.97	....	....	....	31,350 00	14
1408.....	Otsego.....	Newport Construction Co.....	Aug. 19	8.13	....	8.13	....	....	....	86,649 50	3
1409.....	Otsego.....	J. L. Richmond.....	July 17	7.87	....	7.15	....	MM-2....	0.72	124,673 00	10
1410.....	Essex.....	Bluff Point Stone Co.....	July 20	1.76	....	1.76	....	....	....	24,193 50	87
1412.....	Dutchess.....	Fishkill Construction Co.....	July 14	0.56	....	....	....	0.56	....	8,071 50	96
1413.....	Oswego.....	Edwin Styring.....	July 18	2.04	....	2.04	....	....	....	23,165 25	63
1414.....	Cayuga.....	Frank Malone.....	Aug. 21	5.45	....	....	....	5.45	....	72,209 45	....
1415.....	Ontario.....	Chambers & Barnes.....	Aug. 16	3.95	....	3.95	....	....	....	40,219 50	16
1416.....	Seneca.....	Dale Engineering Co.....	Aug. 21	2.63	....	2.63	....	....	....	27,394 25	36
1417.....	Ulster.....	John A. Jova, Inc.....	Nov. 11	3.12	....	3.12	....	....	....	35,782 36	6
1418.....	Ulster.....	Harper & Higginson, Inc.....	Nov. 2	0.55	....	....	....	0.34	Stone Blk.	14,287 00	....
1419.....	Ulster.....	George H. McEvoy.....	Aug. 21	3.17	....	0.82	....	2.35	....	41,271 90	9
1420.....	Schuyler.....	Willis L. Frost.....	Nov. 2	3.01	....	3.01	....	....	....	30,909 00	7
1421.....	Rensselaer.....	Martin Murray.....	Aug. 16	7.20	....	7.20	....	....	....	90,664 00	8
1422.....	Rensselaer.....	Fred E. Ellis.....	Aug. 21	4.87	4.87	....	....	....	....	57,590 50	7
1425.....	Rensselaer.....	John T. O'Neil.....	Nov. 24	2.97	....	2.97	....	....	....	37,520 00	....
1427.....	Oswego.....	Samuel Bonn.....	Aug. 22	0.57	....	0.57	....	....	....	8,731 40	49
1428.....	Oswego.....	Samuel Bonn.....	Aug. 22	6.36	....	6.36	....	....	....	74,840 65	5
1430.....	Orleans.....	F. H. Rhodcy.....	Aug. 24	1.32	....	....	1.08	....	Stone Blk.	89,975 00	6
1431.....	Tompkins.....	Fort Schuyler Construction Co., Inc.....	Aug. 22	3.88	....	3.88	....	....	....	42,845 80	....
1432.....	Tompkins.....	Patrick D. Conley.....	Aug. 21	0.43	0.43	5,615 50
1433.....	Tompkins.....	Dana W. Robbins, Inc.....	Aug. 24	5.86	5.01	0.69	0.16	86,956 20

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5628.....	Dutchess.....	A. T. Moran.....	Nov. 24	6.79	6.79	79,279 25
5630.....	Onondaga.....	Charles H. Semper.....	Oct. 30	1.76	1.76	28,699 05
5631.....	Herkimer.....	Newport Construction Co.....	Dec. 14	0.71	....	....	....	....	Bitu.....	0.71	41,438 55	....
5632.....	Wayne.....	Harradine Bros. Co.....	Oct. 28	5.85	....	....	....	....	....	....	81,816 40	....
5636.....	Albany.....	Belmar Contracting Co.....	Nov. 24	3.93	....	....	....	....	....	....	59,853 90	....
5637.....	Washington...	Kennedy Construction Co., Ltd.....	.....	5.77	....	....	5.77	....	....	....	146,240 00	....
1916 totals.....				756.66	65.86	300.46	236.66	13.03	137.73	2.92	.....	.....

¹ Forfeited.
* Bridge piers.

APPENDIX E

TABLE

SHOWING ALL

County and State Highways

Which have been assigned highway numbers and which are now

AWAITING CONTRACT

DECEMBER 31, 1916

COUNTY HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1916

Highway number	Name	County	Estimated cost	Miles	Type
164*	Downesville.....	Delaware.....	14,700 00	4.20	.....
322.....	Reservation Road—Romulus.....	Seneca.....	40,500 00	2.45	.....
396*	Bristol Valley, Part 2.....	Ontario.....	57,600 00	6.68	.....
404*	Bristol Valley, Part 3.....	Ontario.....	14,700 00	2.00	.....
422*	Bearsville—Beechford—Mt. Pleasant.....	Ulster.....	88,775 00	6.83	.....
470*	Mohawk—Jordanville.....	Herkimer.....	.....	4.33	.....
473*	Little Falls—Jacksonburg.....	Herkimer.....	31,000 00	3.03	.....
496.....	Brockport—Holley, Part 1.....	Monroe.....	18,500 00	2.26	.....
500*.....	Cedar Hill Cemetery; Unionville—New Jersey Line; New Hampton—Denton; Greenwood Lake—Tuxedo Road..	Orange.....	54,900 00	4.75	.....
501.....	Goshen—Middletown.....	Orange.....	50,400 00	5.25	.....
514*	Snooks Corners—Amsterdam.....	Montgomery.....	26,900 00	2.70	.....
516.....	Johnstown—Tribes Hill, Part 2.....	Montgomery.....	24,625 00	2.75	.....
517*	Palatine Bridge—Stone Arabia.....	Montgomery.....	37,300 00	3.70	.....
576.....	Montgomery—Bullville.....	Orange.....	48,300 00	7.51	.....
578*	Albion—Eagle Harbor Quarry; Albion—Annis Corners..	Orleans.....	25,800 00	1.56	.....
600*	Monroe—Chester.....	Orange.....	64,600 00	3.55	.....
602.....	Bearsville—Willow.....	Ulster.....	45,900 00	5.57	.....
605*	Highland Lake—Fort Montgomery.....	Orange.....	49,000 00	0.17	.....
672-A*	Syracuse—Bridgeport.....	Onondaga.....	27,700 00	1.14	Bit. Mac.
688.....	Augar.....	Orleans.....	13,100 00	1.58	.....
707*	Smithville Flats—Long Pond.....	Chenango.....	55,200 00	1.83	.....
739*	Turner.....	Orange.....	12,100 00	0.98	.....
774.....	Tonawanda Creek—Pendleton Town Line.....	Niagara.....	65,800 00	4.62	W. B.
779*	Plattsburg—Ingraham.....	Clinton.....	.....	2.30	.....
785*.....	Richfield Springs—Schuyler Lake.....	Otsego.....	53,800 00	1.72	.....

* See footnote in Appendix B, list by counties.

COUNTY HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1916 — (Continued)

Highway number	Name	County	Estimated cost	Miles	Type
791*	Albany—Guilderland.....	Albany.....	88,200 00	0.70	.....
792*	Schenectady Co. Line—Guilderland.....	Albany.....	32,800 00	3.26	.....
807.....	Kirk—North Pharsalia.....	Chenango.....	58,200 00	5.68	.....
816.....	Galway—West Galway.....	Saratoga.....	40,900 00	4.03	.....
818*	Ballston Town Line—Scotch Church.....	Saratoga.....	.....	0.92	.....
819*	Ballston—Charlton Town Line.....	Saratoga.....	.....	1.88	.....
1055.....	Arcade—East Arcade, Part 1.....	Wyoming.....	27,100 00	1.94	.....
1056.....	Attica—Schaub Corners.....	Wyoming.....	42,500 00	3.44	.....
1057.....	Darien Center—Bennington, Part 2.....	Wyoming.....	36,500 00	2.27	.....
1059.....	Clyde—Resort, Part 3.....	Wayne.....	18,100 00	1.88	.....
1084.....	North Tonawanda City.....	Niagara.....	98,700 00	2.33	.....
1099.....	Tupper Lake—Long Lake, Part 3.....	Hamilton.....	74,000 00	5.03	.....
1103.....	Hartsville—Canistota.....	Steuben.....	49,200 00	5.58	W. B.
1171.....	Coventry—Bettsburg.....	Chenango.....	92,300 00	7.12	Bit. Mac.
1316.....	Dickersonville—Cambria.....	Niagara.....	33,500 00	2.49	Concrete
1340.....	Grant Corner—Rundall Corner—Bailey Corner—State Line.....	Westchester.....	55,400 00	4.25	Bit. Mac.
1355.....	North Western—Boonville, Part 1.....	Oneida.....	106,300	6.15	W. B. Surf.
1356.....	North Western—Boonville, Part 2.....	Oneida.....	82,900 00	5.74	W. B., Surf.
1359.....	East Onondaga: Seneca Street.....	Onondaga.....	5,800 00	0.22	Br. & Con.
1362.....	Vanhornesville—Starkville.....	Herkimer.....	86,600 00	5.84	W. B.
1363.....	Paines Hollow—Stone House.....	Herkimer.....	68,500 00	5.67	W. B.
1370.....	Harts Corner—White Plains.....	Westchester.....	51,500 00	1.74	Asp. Block
1376.....	Bull Run—Bleecker.....	Fulton.....	42,500 00	2.80	W. B. Surf & St. Blk.
1382.....	Rome—Ava, Part 1.....	Oneida.....	47,300 00	1.05	Bitu. & Bit. Mac.

1383.....	Malone—Dickinson, Part 2.....	Franklin.....	59,400 00	4.75	Bit. Mac.
1384.....	West Bangor—Reynoldstown.....	Franklin.....	46,300 00	4.04	Bit. Mac.
1385.....	Tupper Lake—Saranac Lake, Part 1.....	Franklin.....	43,900 00	3.53	Bit. Mac.
1386.....	Hunter Home—Clinton Co. Line.....	Franklin.....	83,200 00	6.98	Bit. Mac.
1389.....	Gouverneur—Edwards, Part 2.....	St. Lawrence.....	68,000 00	4.60	Bit. Mac.
1392.....	Rush—Mendon, Part 1.....	Monroe.....	38,000 00	3.69	Bit. Mac.
1396.....	Sheridan, Boulevard—Burnside Avenue, and Rockaway Turnpike.....	Nassau.....	101,000 00	2.99	Asp. Block
1397.....	Gunn Corners—Fishers Landing, Part 2.....	Jefferson.....	91,900 00	6.65	Bit. Mac.
1411.....	Wadhams Mills—Whallonsburg.....	Essex.....	67,000 00	4.95	Bit. Mac.
1423.....	Speigeltown—Tombannock Reservoir.....	Rensselaer.....	85,300 00	6.34	W. B.
1424.....	Stone Schoolhouse—North Petersburg—Vermont State Line.....	Rensselaer.....	75,900 00	4.95	W. B.
1426.....	Whitehouse Bridge—Vermont State Line.....	Rensselaer.....	48,500 00	3.80	.....
1429.....	Barre Center—Elba, Part 1.....	Orleans.....	62,300 00	4.82	W. B.
1442.....	Barnes Corners—Copenhagen, Part 2.....	Lewis.....	59,900 00	4.74	Bit. Mac.
1445.....	East Aurora—Lancaster, Part 2.....	Erie.....	53,000 00	3.54	Concrete
1446.....	South Newstead—Peters Corners.....	Erie.....	14,200 00	0.91	Concrete
1447.....	Brant—North Collins.....	Erie.....	76,000 00	4.50	Con. & W. B.
1449.....	Maine—Glen Aubrey.....	Broome.....	69,800 00	5.35	Bit. Mac.
1450.....	Castle Creek—Whitney Point.....	Broome.....	104,400 00	6.93	Bit. Mac.
1456.....	Westchester avenue.....	Westchester.....	34,700 00	1.09	Asp. Bl. & Br.
1458.....	Morehouseville—Piseco, Part 1.....	Hamilton.....	115,900 00	6.82	Bit. Mac.
1461.....	Schuylerville—Gansevoort.....	Saratoga.....	154,100 00	9.06	W. B., Surf.
1462.....	North Western—Boonville, Part 3.....	Oneida.....	26,700 00	0.45	Brick
1464.....	High Falls—Stone Ridge.....	Ulster.....	28,800 00	1.80	B. M. & W. B.
1467.....	Cobleskill—Sharon Springs, Part 2.....	Schoharie.....	62,000 00	5.25	W. B., Surf.
1468.....	Coeymans—Indian Fields, Part 1.....	Albany.....	47,000 00	1.45	B. M. & St. Bl.
1470.....	Kennedy—Ellington.....	Chautauqua.....	83,000 00	4.19	Concrete

* See footnote in Appendix B, list by counties.

STATE HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1916 — (Concluded)

Highway number	Name	County	Estimated cost	Miles	Type
1471.....	Pratt Corner—Sinclairville.....	Chautauqua.....	104,800 00	5.85	Concrete
1472.....	Sloansville—Charleston, Part 1.....	Schoharie.....	30,000 00	1.84	Bit. Mac.
1479.....	Arcade—Farmersville, Part 2.....	Cattaraugus.....	40,100 00	4.15	Concrete
1480.....	Leon—Wesley, Part 1.....	Cattaraugus.....	61,900 00	3.00	Con. & W. B.
1481.....	Elmgrove—Ridge.....	Monroe.....	43,800 00	2.73	Vit. Cubes.
1482.....	Pattersonville—Scotch Church.....	Schenectady.....	52,000 00	3.42	Telf. Found. W. B. Surf.
1483.....	Mongaup—Pond Eddy.....	Sullivan.....	101,800 00	5.69	Bit. Mac.
1484.....	Philadelphia Village; North and South Main Streets.....	Jefferson.....	14,200 00	0.66	Bit. Mac.
1485.....	Worcester—Decatur.....	Otsego.....	60,100 00	4.09	W. B.
1486.....	Whitney Point—Lisle.....	Broome.....	49,900 00	2.78	B. M. & W. B.
1487.....	Chenango Bridge—Kattelville.....	Broome.....	57,900 00	4.08	Bit. Mac.
1488.....	Altona—Obers Corners.....	Clinton.....	81,000 00	5.95	Bit. Mac.
1489.....	Chazy—Champlain.....	Clinton.....	40,000 00	3.34	Bit. Mac.
1490.....	Barnes Corners—West Lowville, Part 1.....	Lewis.....	66,000 00	5.37	Bit. Mac.
1491.....	Marilla—Marilla Station.....	Erie.....	39,700 00	2.97	W. B.
1492.....	Ellicott Creek—Getzville.....	Erie.....	31,500 00	2.90	W. B.
1493.....	Transit—Wolcottsburg.....	Erie.....	41,000 00	3.02	W. B.
1494.....	Lancaster—Clinton Street.....	Erie.....	43,000 00	2.34	F. Con.
1495.....	Bridgehampton—Devon.....	Suffolk.....	210,000 00	11.58	F. Con.
1496.....	Westport—Elizabethtown.....	Essex.....	138,000 00	8.85	B. M. & Con.
1497.....	Rockwell Mills—South New Berlin.....	Chenango.....	63,000 00	4.78	W. B.
1498.....	Manny Corners—Blue Corners.....	Montgomery.....	40,000 00	3.63	W. B.
5003.....	Fairport Extension.....	Monroe.....	2,600 00	0.18	.....
5204.....	Horseheads—Montour Falls.....	Schuyler.....	.....	1.46	.....
5204-A.....	Horseheads—Montour Falls.....	Chemung.....	23,300 00	0.40	W. B.
5204-B.....	Horseheads—Montour Falls.....	Chemung.....	27,700 00	0.72	Bit. Mac.

5269-A*	County Line—Adams Center	Jefferson	3,000 00	0.16	Bit. Mac.
5295	Watkins—Bennettsburg	Schuyler		0.77	
5304-A*	Clayton—Alexandria Bay	Jefferson	3,800 00	0.15	Bit. Mac.
5358	Mount Vernon City: Columbus Avenue	Westchester	13,400 00	0.28	
5377*	Riverside Drive—Binghamton	Broome		0.25	
5402	Carthage Village: State Street	Jefferson	3,200 00	0.35	Bit. Mac.
5405*	Allegany Village: Main Street	Cattaraugus	36,700 00		Brick**
5512	New Jersey State Line—Nyack, Parts 1 and 3	Rockland		3.75	
5523	Wells—Speculator, Part 2	Hamilton	127,300 00	6.74	W. B.
5592	Ballston Spa Village: High Street	Saratoga	10,100 00	0.24	Bit. Mac.
5593	Caledonia—Mount Morris, Part 1	Livingston	78,000 00	7.69	
5594	Plattsburg—Ingraham, Part 1	Clinton	38,900 00	3.79	
5595	Broome County Line—Marathon	Cortland	10,400 00	3.75	
5596	Mayville Village: Erie Street	Chautauqua	30,400 00	0.79	
5597	Utica—Poland, Part 3	Oneida	68,200 00	3.34	
5599	Kingston—Port Ewen	Ulster		0.49	
5603	Middleport—Medina, Part 2	Orleans	67,800 00	3.72	
5605	Utica City: Oneida Street	Oneida	27,800 00	0.53	Bitulithic
5606	Tuckahoe—White Plains, Part 2	Westchester	46,600 00	2.74	MM-2
5621	Cedarville—West Winfield	Herkimer	65,600 00	5.57	W. B.
5626	Oppenheim—Dolgeville	Fulton	62,500 00	4.90	W. B., Surf.
5627	South Lansing—Myers	Tompkins	37,600 00	2.46	W. B., Surf.
5629	Spencertown—Austerlitz	Columbia	73,000 00	5.02	
5634	Evans Center—Farnham	Erie	101,500 00	5.26	
5635	Marilla—Wales Center	Erie	112,000 00	5.78	W. B. & Con.
5638	Parish—Camden, Part 2	Oswego		5.63	Bit. Mac.

* See footnote in Appendix B, list by counties. ** 0.61 mile.

STATE HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1916 — (Concluded)

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Highway number	Name	County	Estimated cost	Miles	Type
1471.....	Pratt Corner—Sinclairville.....	Chautauqua.....	104,800 00	5.85	Concrete
1472.....	Sloansville—Charleston, Part 1.....	Schoharie.....	30,000 00	1.84	Bit. Mac.
1479.....	Arcade—Farmersville, Part 2.....	Cattaraugus.....	40,100 00	4.15	Concrete
1480.....	Leon—Wesley, Part 1.....	Cattaraugus.....	61,900 00	3.00	Con. & W. B.
1481.....	Elmgrove—Ridge.....	Monroe.....	43,800 00	2.73	Vit. Cubes.
1482.....	Pattersonville—Scotch Church.....	Schenectady.....	52,000 00	3.42	Telf. Found. W. B. Surf.
1483.....	Mongaup—Pond Eddy.....	Sullivan.....	101,800 00	5.69	Bit. Mac.
1484.....	Philadelphia Village; North and South Main Streets.....	Jefferson.....	14,200 00	0.66	Bit. Mac.
1485.....	Worcester—Decatur.....	Otsego.....	60,100 00	4.09	W. B.
1486.....	Whitney Point—Lisle.....	Broome.....	49,900 00	2.78	B. M. & W. B.
1487.....	Chenango Bridge—Kattellville.....	Broome.....	57,900 00	4.08	Bit. Mac.
1488.....	Altona—Obers Corners.....	Clinton.....	81,000 00	5.95	Bit. Mac.
1489.....	Chazy—Champlain.....	Clinton.....	40,000 00	3.34	Bit. Mac.
1490.....	Barnes Corners—West Lowville, Part 1.....	Lewis.....	66,000 00	5.37	Bit. Mac.
1491.....	Marilla—Marilla Station.....	Erie.....	39,700 00	2.97	W. B.
1492.....	Ellicott Creek—Getaville.....	Erie.....	31,500 00	2.90	W. B.
1493.....	Transit—Wolcottsburg.....	Erie.....	41,000 00	3.02	W. B.
1494.....	Lancaster—Clinton Street.....	Erie.....	43,000 00	2.34	F. Con.
1495.....	Bridgehampton—Devon.....	Suffolk.....	210,000 00	11.58	F. Con.
1496.....	Westport—Elizabethtown.....	Essex.....	138,000 00	8.85	B. M. & Con.
1497.....	Rockwell Mills—South New Berlin.....	Chenango.....	63,000 00	4.78	W. B.
1498.....	Manny Corners—Blue Corners.....	Montgomery.....	40,000 00	3.63	W. B.
5093.....	Fairport Extension.....	Monroe.....	2,600 00	0.18	.....
5208.....	Horseheads—Montour Falls.....	Schuyler.....	.....	1.46	.....
5208-A.....	Horseheads—Montour Falls.....	Chemung.....	23,300 00	0.40	W. B.
5231 A*.....	Afton Bainbridge.....	Chenango.....	27,700 00	0.72	Bit. Mac.

5269-A*	County Line—Adams Center	Jefferson	3,000 00	0.16	Bit. Mac.
5295	Watkins—Bennettsburg	Schuyler		0.77	
5304-A*	Clayton—Alexandria Bay	Jefferson	3,800 00	0.15	Bit. Mac.
5358	Mount Vernon City: Columbus Avenue	Westchester	13,400 00	0.28	
5377*	Riverside Drive—Binghamton	Broome		0.25	
5402	Carthage Village: State Street	Jefferson	3,200 00	0.35	Bit. Mac.
5405*	Allegany Village: Main Street	Cattaraugus	36,700 00		Brick**
5512	New Jersey State Line—Nyack, Parts 1 and 3	Rockland		3.75	
5523	Wells—Speculator, Part 2	Hamilton	127,300 00	6.74	W. B.
5592	Ballston Spa Village: High Street	Saratoga	10,100 00	0.24	Bit. Mac.
5593	Caledonia—Mount Morris, Part 1	Livingston	78,000 00	7.69	
5594	Plattsburg—Ingraham, Part 1	Clinton	38,900 00	3.79	
5595	Broome County Line—Marathon	Cortland	10,400 00	3.75	
5596	Mayville Village: Erie Street	Chautauqua	30,400 00	0.79	
5597	Utica—Poland, Part 3	Oneida	68,200 00	3.34	
5599	Kingston—Port Ewen	Ulster		0.49	
5603	Middleport—Medina, Part 2	Orleans	67,800 00	3.72	
5605	Utica City: Oneida Street	Oneida	27,800 00	0.53	Bitulithic
5606	Tuckahoe—White Plains, Part 2	Westchester	46,600 00	2.74	MM-2
5621	Cedarville—West Winfield	Herkimer	65,600 00	5.57	W. B.
5626	Oppenheim—Dolgeville	Fulton	62,500 00	4.90	W. B., Surf.
5627	South Lansing—Myers	Tompkins	37,600 00	2.46	W. B., Surf.
5629	Spencertown—Austerlitz	Columbia	73,000 00	5.02	
5634	Evans Center—Farnham	Erie	101,500 00	5.26	
5635	Marilla—Wales Center	Erie	112,000 00	5.78	W. B. & Con.
5638	Pariah—Camden, Part 2	Oswego		5.63	Bit. Mac.

* See footnote in Appendix B, list by counties.

** 0.61 mile.

APPENDIX F

SHOWING

SUMMARIES

of different tables and appendices

DECEMBER 31, 1916

[895]

SUMMARY OF APPENDIX B, ALSO SHOWING MILEAGES ON APPROVED SYSTEMS,

DECEMBER 31, 1916

County	Highway classification	Total mileage allotted	Miles of system still available for construction	TOTAL CONTRACTED FOR				MILES COMPLETED				MILES UNDER CONTRACT			
				Total	Towns	Vil- lages	Cities	Total	Towns	Vil- lages	Cities	Total	Towns	Vil- lages	Cities
Albany	State	42.19	16.50	25.69	24.55	2.82	1.14	21.76	20.62	2.82	1.14	3.93	3.93		
	County	172	0.47	171.53	164.33		4.38	150.31	143.11		4.38	21.22	21.22		
	Special	1.59	0.0	1.59	0.44		1.15	1.59	0.44		1.15				
Allegany	State	83.00	15.85	67.15	60.10	7.05		50.75	43.70	7.05		16.40	16.40		
	County	155	96.62	58.38	50.85	7.53		31.57	27.71	3.86		26.81	23.14	3.67	
	State	73.42	30.53	42.89	34.09	4.20	4.60	42.89	34.09	4.20	4.60				
Broome	County	138	41.20	96.80	91.57	4.36	0.87	91.19	86.83	4.36		5.61	4.74		0.87
	State	79.31	15.40	63.91	53.11	6.28	4.52	37.80	28.35	4.93	4.52	26.11	24.76	1.35	
	County	189	140.61	48.39	40.40	4.90	3.09	34.54	27.62	4.90	2.02	13.85	12.78		1.07
Cattaraugus	State	43.49	14.00	29.49	25.88	1.58	2.03	21.21	19.18		2.03	8.28	6.70	1.58	
	County	125	16.38	108.62	100.33	7.42	0.87	88.99	82.51	6.35	0.13	19.63	17.82	1.07	0.74
	State	76.20	34.46	41.74	33.86	6.40	1.46	28.57	22.33	4.76	1.48	13.17	11.53	1.64	
Chautauqua	County	207	145.38	61.62	54.94	5.35	1.33	33.59	30.65	2.35	0.59	28.03	24.29	3.00	0.74
	State	44.09	9.83	34.26	30.92	2.58	0.76	26.40	23.06	2.58	0.76	7.86	7.86		
	County	96	39.67	56.33	48.80	2.11	5.42	41.30	36.17	0.90	4.23	15.03	12.63	1.21	1.19
Chemung	State	80.99	32.35	48.64	40.57	6.84	1.23	38.97	33.22	4.52	1.23	9.67	7.35	2.32	
	County	136	39.03	96.97	92.97	3.00	1.00	83.09	79.91	2.18	1.00	13.88	13.06	0.82	
	State	72.21	13.00	59.21	51.37	5.75	2.09	55.42	47.58	5.75	2.09	3.79	3.79		
Clinton	County	126	34.26	91.74	89.95	0.99	0.80	81.28	79.49	0.99	0.80	10.46	10.46		
	State	72.41	39.92	32.49	28.25	3.07	1.17	32.49	28.25	3.07	1.17				
	County	125	51.51	73.49	71.35	2.05	0.09	58.58	56.44	2.05	0.09	14.91	14.91		
Columbia	State	56.51	34.22	22.32	17.27	4.29	0.76	18.57	13.52	4.29	0.76	3.75	3.75		
	County	94	24.87	69.13	69.13			58.98	58.98			10.15	10.15		
	State	105.63	14.10	91.53	86.21	5.32		84.32	79.00	5.32		7.21	7.21		
Cortland	County	200	120.04	79.96	68.68	11.28		48.51	42.01	6.50		31.45	26.67	4.78	
	State	56.21	0.91	55.30	47.83	6.68	0.79	40.66	34.07	5.80	0.79	14.64	13.76	0.88	
	County	172	38.06	133.94	124.06	8.60	1.28	103.00	94.76	6.96	1.28	30.94	29.30	1.64	
Delaware	Special	2.29	0.0	2.29	2.29			2.29	2.29						
	State	61.37	19.45	41.92	36.67	3.31	1.94	36.73	31.48	3.31	1.94	5.19	5.19		
	County	465	163.70	301.30	277.48	19.40	4.42	244.25	224.59	15.24	4.42	57.05	52.89	4.16	
Essex	State	112.49	11.70	100.79	99.10	1.69		88.04	86.35	1.69		12.75	12.75		
	County	141	74.96	66.04	58.19	7.85		64.28	58.19	6.09		1.76		1.76	
	State	54.72	17.30	37.42	32.99	4.43		25.07	22.76	2.31		12.35	10.23	2.12	
Franklin	County	164	77.34	86.66	84.61	2.05		69.75	67.70	2.05		16.91	16.91		
	Special	15.43	0.0	15.43	15.43			15.43	15.43						
	State	36.76	26.46	10.30	6.56	2.20	1.54	10.30	6.56	2.20	1.54				
Hulton	County	90	14.34	75.66	72.83		2.83	60.67	58.88		1.79	14.99	13.95		1.04
	State	38.32	9.96	28.36	26.02		2.34	23.83	21.49		2.34	4.53	4.53		
	County	100	59.05	40.95	39.29	1.08	0.58	21.53	20.95		0.58	19.42	18.34	1.08	

SUMMARY OF APPENDIX B, ALSO SHOWING MILEAGES ON APPROVED SYSTEMS, DECEMBER 31, 1916—Concluded

COUNTY	Highway classification	Total mileages allotted	Miles of system still available for construction	TOTAL CONTRACTED FOR			MILES COMPLETED			MILES UNDER CONTRACT		
				Total	Towns	Vil-lages	Cities	Total	Towns	Vil-lages	Cities	Total
Greene.....	State.....	72.02	25.08	46.94	39.63	7.31	.....	38.22	30.91	7.31	.....	8.72
Hamilton.....	County..	86	29.81	56.19	54.91	1.28	.....	39.37	38.09	1.28	.....	16.82
	State.....	108.06	78.16	29.90	29.90	.....	.....	22.92	22.92	.....	.....	6.98
Herkimer.....	County..	93	59.30	33.70	33.70	.....	.....	19.93	19.93	.....	.....	13.77
	State.....	94.27	47.09	47.18	32.54	13.19	1.45	31.41	18.22	11.74	1.45	15.77
Jefferson.....	County..	144	33.06	110.94	102.62	6.51	1.81	94.66	86.34	6.51	1.81	16.28
	State.....	101.57	17.31	84.26	67.92	14.41	1.93	75.18	58.84	14.41	1.93	9.08
Lewis.....	County..	186	*0.0	198.55	180.44	16.10	2.01	166.09	148.94	15.14	2.01	32.46
	State.....	34.97	0.0	34.97	32.59	2.38	.....	31.97	32.59	2.38	.....	.....
Livingston.....	County..	97	49.41	47.59	44.21	3.38	.....	38.77	35.39	3.38	.....	8.82
	State.....	78.76	29.24	49.52	38.72	10.80	.....	41.83	31.03	10.80	.....	7.69
Madison.....	County..	120	43.86	76.14	69.18	6.96	.....	56.90	51.25	5.65	.....	19.24
	State.....	58.42	7.71	50.71	41.99	6.16	2.56	37.21	28.49	6.16	2.56	13.50
Monroe.....	County..	111	49.94	61.06	47.61	4.50	8.95	44.91	35.45	4.47	4.99	16.15
	State.....	42.04	4.78	37.26	33.65	3.61	.....	29.95	26.48	3.47	.....	7.31
Montgomery..	County..	382	83.54	298.46	283.57	9.98	4.91	275.90	261.01	9.98	4.91	22.56
	State.....	35.25	9.75	25.50	20.61	4.89	.....	25.50	20.61	4.89	.....	.....
Nassau.....	County..	126	37.58	88.42	82.09	4.46	1.87	72.63	66.98	3.78	1.87	15.79
	State.....	11.72	2.80	8.92	8.92	.....	.....	7.35	7.35	.....	.....	1.57
Niagara.....	County..	98	36.24	61.41	61.41	0.35	.....	50.05	49.70	0.35	.....	11.71
	State.....	70.53	11.48	59.05	50.80	5.56	2.69	58.98	46.07	5.56	2.35	5.07
	County..	170	72.97	97.03	88.54	2.31	6.18	59.22	52.98	0.41	5.83	37.81
	Special..	5.44	0.0	5.44	5.44	.....	.....	5.44	5.44	.....	.....	.....
Oneida.....	State.....	113.93	8.55	105.38	89.81	13.99	1.58	90.06	74.69	13.79	1.58	15.32
Onondaga....	County..	268	101.08	166.92	156.93	3.39	6.60	132.30	122.31	3.39	6.60	34.62
	State.....	63.07	0.89	62.18	55.26	5.59	1.33	42.63	37.82	3.85	0.96	19.55
Ontario.....	County..	342	179.65	162.35	146.29	13.74	2.32	142.20	131.69	8.90	1.61	20.15
	State.....	56.21	16.78	39.43	32.20	5.56	1.67	37.17	29.94	5.56	1.67	2.26
Orange.....	County..	119	11.87	107.13	99.33	7.80	.....	94.55	88.12	6.43	.....	12.58
	State.....	64.41	26.45	37.96	34.30	3.66	.....	26.49	22.92	3.57	.....	11.47
Orleans.....	County..	166	40.0	189.60	184.28	5.32	.....	169.91	168.29	1.62	.....	19.69
	State.....	54.84	24.92	29.92	24.56	5.36	.....	21.01	15.05	5.36	.....	8.91
Oswego.....	County..	90	26.96	63.04	59.83	3.21	.....	51.39	50.49	0.90	.....	11.65
	State.....	85.34	10.67	65.67	49.88	8.69	7.10	65.31	49.88	8.69	6.74	0.36
Otsego.....	County..	175	72.62	102.42	89.24	8.39	4.79	93.45	82.69	6.19	4.57	8.97
	State.....	50.07	12.25	46.82	41.44	5.30	0.08	45.78	41.06	4.64	0.08	1.04
Putnam.....	County..	191	81.09	109.91	104.12	4.98	0.81	81.25	77.83	2.61	0.81	28.66
	State.....	27.03	0.0	27.03	25.89	1.14	.....	27.03	25.89	1.14	.....	.....
	County..	54	19.10	34.90	34.81	0.39	.....	28.93	28.54	0.39	.....	5.97

	State...	62.20	22.35	39.85	35.90	1.98	1.97	39.85	35.90	1.98	1.97	15.04	14.31	0.73
Rensselaer....	County..	182	31.61	150.39	140.52	2.18	7.69	135.35	126.21	1.45	7.69	15.04	14.31	0.73
Rockland.....	State....	27.22	16.14	11.08	6.81	4.27	.....	11.08	6.81	4.27	.....	.....	.....	.....
	County..	57	17.75	39.25	36.79	2.46	.....	27.68	27.68	.....	.....	11.57	9.11	2.46
	Special..	15.36	0.0	15.36	15.36	.....	.....	15.36	15.36	.....	.....	.....	.....	.....
St. Lawrence..	State....	127.25	9.92	117.33	102.37	10.39	4.57	108.21	94.34	9.30	4.57	9.12	8.03	1.09
	County..	252	89.95	102.05	149.30	11.75	1.00	135.70	124.84	9.86	1.00	26.35	24.46	1.89
Saratoga.....	State....	91.28	52.46	38.82	32.56	8.26	.....	33.99	28.83	5.16	.....	4.83	3.73	1.10
	County..	153	48.73	104.27	90.40	0.93	12.94	85.69	71.96	0.79	12.94	18.58	18.44	0.14
Schenectady..	State....	26.23	2.25	23.98	21.81	2.17	.....	15.02	12.85	2.17	.....	8.96	8.96	.....
	County..	80	15.08	64.92	63.46	0.20	1.26	56.64	55.18	0.20	1.26	8.28	8.28	.....
Schoharie.....	State....	73.99	22.10	51.89	45.83	6.06	.....	41.20	35.14	6.06	.....	10.69	10.69	.....
	County..	86	72.42	13.58	12.31	1.27	.....	9.15	7.88	1.27	.....	4.43	4.43	.....
Schuyler.....	State....	65.19	37.43	27.76	20.77	6.99	.....	12.37	5.80	6.57	.....	15.39	14.97	0.42
	County..	53	29.76	23.24	21.12	2.12	.....	19.24	17.12	2.12	.....	4.00	4.00	.....
Seneca.....	State....	59.34	28.63	30.71	26.29	4.42	.....	25.70	21.68	4.02	.....	5.01	4.61	0.40
	County..	66	28.54	37.46	34.76	2.70	.....	24.86	22.41	2.45	.....	12.60	12.35	0.25
Steuben.....	State....	152.38	34.02	118.36	101.37	15.30	1.69	109.93	93.67	14.57	1.69	8.43	7.70	0.73
	County..	206	126.39	79.61	75.77	3.84	.....	56.58	54.47	2.11	.....	23.03	21.30	1.73
Suffolk.....	State....	93.49	40.22	53.27	49.73	3.54	.....	41.68	38.14	3.54	.....	11.59	11.59	.....
	County..	185	98.96	86.04	84.48	1.56	.....	62.72	61.16	1.56	.....	23.32	23.32	.....
Sullivan.....	State....	89.20	42.48	46.72	42.54	4.18	.....	29.60	26.67	2.93	.....	17.12	15.87	1.25
	County..	123	71.96	51.04	51.04	.....	.....	30.43	30.43	.....	.....	20.61	20.61	.....
Tioga.....	State....	56.08	15.10	40.98	35.53	5.45	.....	40.98	35.53	5.45	.....	19.86	19.50	0.36
	County..	92	56.02	35.98	34.10	1.88	.....	16.12	14.60	1.52	.....	3.32	2.71	0.61
Tompkins.....	State....	58.66	14.61	44.05	38.07	4.92	1.06	40.73	35.36	4.31	1.06	19.10	18.03	0.46
	County..	100	20.82	79.18	74.95	3.62	0.61	60.08	56.92	3.16	.....	4.82	2.97	1.85
Ulster.....	State....	39.66	7.71	31.95	28.02	3.93	.....	27.13	25.05	2.08	.....	22.60	18.43	3.17
	County..	174	21.82	152.18	143.82	7.36	1.00	129.58	125.39	4.19	.....	5.13	5.13	.....
Warren.....	State....	34.24	4.80	29.44	27.35	1.48	0.61	29.44	27.35	1.48	0.61	5.77	5.77	.....
	County..	81	10.95	70.05	69.88	0.17	.....	64.92	64.75	0.17	.....	21.01	19.58	1.43
Washington...	State....	55.71	19.76	35.95	27.82	8.13	.....	30.18	22.05	8.13	.....	5.85	5.85	.....
	County..	109	35.20	73.80	68.62	5.18	.....	52.79	49.04	3.75	.....	16.30	16.30	.....
Wayne.....	Special..	0.10	0.0	0.10	0.10	.....	.....	0.10	0.10	.....	.....	4.29	4.29	0.17
	State....	79.41	39.92	39.49	34.86	4.63	.....	33.64	29.01	4.63	.....	31.81	30.66	0.98
	County..	127	85.66	41.34	40.71	0.63	.....	25.04	24.41	0.63	.....	16.77	14.27	2.50
Westchester...	State....	86.40	17.43	68.97	44.94	13.67	10.36	64.68	40.65	13.67	10.36	0.41	0.41	.....
	County..	255	65.31	189.69	175.08	13.69	0.92	157.88	144.42	12.71	0.75	9.63	9.12	0.51
Wyoming.....	State....	44.35	24.85	19.50	15.57	3.93	.....	19.50	15.57	3.93	.....	16.77	14.27	2.50
	County..	121	86.33	34.67	27.75	6.92	.....	17.90	13.48	4.42	.....	0.41	0.41	.....
Yates.....	State....	28.49	4.51	23.98	21.18	2.80	.....	23.57	20.77	2.80	.....	9.63	9.12	0.51
	County..	64	42.32	21.68	19.82	1.86	.....	12.05	10.70	1.35	.....	399.83	377.14	21.62
Totals....	State....	3,771.63	1,155.54	2,616.09	2,245.28	303.77	67.04	2,216.26	1,868.14	282.15	65.97	1,035.82	961.68	61.47
	County..	8,479.00	3,221.15	5,294.04	4,937.25	264.16	92.63	4,258.22	3,975.57	202.69	79.96	0.00	0.00	12.67
	Special....	40.21	0.0	40.21	39.06	0.00	1.15	40.21	39.06	0.00	1.15	0.00	0.00	0.00
Total.....		12,290.84	4,376.69	7,950.34	7,221.59	567.93	160.82	6,507.38	5,882.77	484.84	147.08	1,435.65	1,338.82	83.09
														13.74

* 12.55. † 23.60.

SUMMARY OF APPENDIX C, SHOWING MILEAGES

ROUTE NO.	1	2	3	3A	4	4A	4B	5	5A	5B	5C
Albany.....			14.00							0.70	
Allegany.....					49.21		2.19				
Broome.....					44.05	16.58					
Cattaraugus.....					56.69						
Cayuga.....											
Chautauqua.....					39.40						
Chemung.....					28.83						
Chenango.....											
Clinton.....											
Columbia.....	51.25	29.77									
Cortland.....						16.00					
Delaware.....				12.90	39.52			56.39			
Dutchess.....	42.54	42.97									
Erie.....											
Essex.....											
Franklin.....											
Fulton.....											
Genesee.....											
Greene.....			27.62						38.17	13.90	3.95
Hamilton.....											
Herkimer.....								16.79			
Jefferson.....											
Lewis.....											
Livingston.....											
Madison.....											
Monroe.....											
Montgomery.....											
Nassau.....											
Niagara.....											
Oneida.....											
Onondaga.....											
Ontario.....											
Orange.....			23.10	6.89	41.94						
Orleans.....											
Oswego.....											
Otsego.....								35.05			
Putnam.....	15.11	12.65									
Rensselaer.....	13.16										
Rockland.....			27.94								
St. Lawrence.....											
Saratoga.....											
Schenectady.....											
Schoharie.....								3.01			
Schuyler.....											
Seneca.....											
Steuben.....					57.73		20.36				
Suffolk.....											
Sullivan.....				42.48	46.72						
Tioga.....					30.72						
Tompkins.....											
Ulster.....			42.11					39.02			
Warren.....											
Washington.....											
Wayne.....											
Westchester.....	43.97	42.32									
Wyoming.....											
Yates.....											
Route totals.....	166.03	127.71	134.78	62.27	434.81	32.58	22.55	150.26	38.17	14.60	3.95

OF STATE ROUTES, BY COUNTIES AND TOTALS

6	6A	7	7A	8	8A	9	10	11	12	13	14	15	16
9.30		25.67											
		32.20		12.51								2.58	30.25
17.63								23.10					
		15.74		46.52	1.40	19.57	27.39		9.20				
						30.14	41.65						
18.64													
28.59													8.39
26.42													
19.70													
14.91				17.18		32.17						43.52	1.04
42.02											15.23	2.66	19.32
20.32				12.08									
31.11							20.94						
32.36	4.52								17.92		30.94		
		51.74											
13.54													
		28.31	17.56										
			2.73										
14.77	10.40								15.58	2.60			
						7.50							
						29.66		16.76					
									3.43				
									23.98	4.51			28.25
289.31	14.92	153.66	20.29	88.29	1.40	119.04	89.98	39.86	70.11	23.26	88.20	67.41	87.25

SUMMARY OF APPENDIX C, SHOWING MILEAGES OF STATE

ROUTE NO.	17	18	19	20	21	22 south	22 north	22A	22B	22C	23
Albany.....											
Allegany.....											
Broome.....											
Cattaraugus.....	28.56										
Cayuga.....				12.09							
Chautauqua.....		41.53									
Chemung.....											
Chenango.....											
Clinton.....							52.26				
Columbia.....					8.26						
Cortland.....											
Delaware.....											
Dutchess.....											
Erie.....	30.79	29.08	23.44								
Essex.....							66.30	17.32	17.68		
Franklin.....											
Fulton.....											
Genesee.....			10.62								
Greene.....											
Hamilton.....											38.54
Herkimer.....											20.59
Jefferson.....											
Lewis.....											
Livingston.....											
Madison.....											
Monroe.....				10.27							
Montgomery.....											
Nassau.....											
Niagara.....		26.17									
Oneida.....											31.09
Onondaga.....				3.84							
Ontario.....				1.10							
Orange.....											
Orleans.....											
Oswego.....											
Otsego.....											1.51
Putnam.....											
Rensselaer.....					28.12	28.93					
Rockland.....											
St. Lawrence.....											
Saratoga.....											
Schenectady.....											
Schoharie.....											
Schuyler.....											
Seneca.....				1.90							
Steuben.....											
Suffolk.....											
Sullivan.....											
Tioga.....											
Tompkins.....											
Ulster.....											
Warren.....											
Washington.....						71.01	8.91			4.80	
Wayne.....				40.15							
Westchester.....											
Wyoming.....			16.10								
Yates.....											
Route totals.....	59.35	97.68	50.10	69.35	36.38	99.94	127.50	17.32	17.68	4.80	91.57
						227.44					

ROUTES, BY COUNTIES AND TOTALS — (Continued)

23A	24	25	26	27	28	29	30	30 Spur No. 1	30 Spur No. 2	30A	31	32
		10.45										
							7.96					
							36.18					
		27.32					33.12				42.00	
	25.42											
14.85	31.65	45.07 21.86	30.53	55.13 34.97			53.99			16.55		
	2.43						37.09					
		41.98	4.59	8.62	39.78	12.69	46.19	14.18				
					18.53		29.87 48.38	3.70	21.27			
		52.26					67.76					60.29
		47.97					36.13					
14.85	59.50	246.91	35.12	98.72	58.31	12.69	396.67	17.88	21.27	16.55	42.00	60.29
							435.82					

SUMMARY OF APPENDIX C, SHOWING MILEAGES OF STATE

ROUTE NO.	33	34	35	36	37	37A	37B	38	38A	39	39A	39B	41
Albany.....													
Allegany.....													
Broome.....													
Cattaraugus.....													
Cayuga.....													
Chautauqua.....													
Chemung.....											7.86		
Chenango.....													
Clinton.....													
Columbia.....													
Cortland.....													
Delaware.....								5.10					
Dutchess.....													
Erie.....													
Essex.....													
Franklin.....													
Fulton.....					42.17								
Genesee.....													
Greene.....								2.00					
Hamilton.....													
Herkimer.....													
Jefferson.....													
Lewis.....													
Livingston.....													
Madison.....													
Monroe.....													
Montgomery.....													
Nassau.....			37.96										
Niagara.....													
Oneida.....													
Onondaga.....	11.54	11.19											
Ontario.....													
Orange.....												10.13	
Orleans.....													
Oswego.....	12.55	22.51											
Otsego.....													
Putnam.....													
Rensselaer.....													
Rockland.....												18.57	
St. Lawrence.....													
Saratoga.....					18.80	16.43	3.73			1.77			
Schenectady.....										6.35			
Schoharie.....								29.15	11.79				
Schuyler.....											2.43		
Seneca.....				31.32									
Steuben.....													
Suffolk.....			105.83										
Sullivan.....													
Tioga.....				18.47									
Tompkins.....				23.03							10.81		
Ulster.....													
Warren.....													
Washington.....													
Wayne.....													
Westchester.....													15.10
Wyoming.....													
Yates.....													
Route totals...	24.09	33.70	143.79	72.82	60.97	16.43	3.73	36.25	11.79	8.12	21.10	28.70	15.10

ROUTES, BY COUNTIES AND TOTALS -- (Concluded)

42	43	*43	45	46	Total miles in counties	MILES COMPLETED			Miles under contract	Approximate mileage to be built	County
						State	County	Town or corporation			
7.18					67.30	21.76	24.51	0.60	3.93	16.50	Albany
					84.23	51.01	0.00	1.23	16.40	15.59	Alle.
					105.34	42.89	25.71	6.21	0.00	30.53	Broome
					85.25	37.60	3.09	2.85	26.11	15.60	Catt.
					60.78	21.21	14.09	3.20	8.28	14.00	Cayuga
					80.93	28.57	1.04	3.69	13.17	34.46	Chau.
					65.46	26.40	19.97	1.40	8.26	9.43	Chem.
					91.05	38.97	9.31	0.75	9.67	32.35	Chen.
					88.44	43.59	14.11	2.12	15.62	13.00	Clinton
					89.28	32.49	16.87	0.00	0.00	39.92	Colum.
					87.79	18.57	26.89	4.36	3.75	34.22	Cort.
					113.91	84.32	8.28	0.00	7.21	14.10	Del.
					85.51	40.66	26.01	3.29	14.64	0.91	Dutch.
					102.85	36.73	41.27	0.21	5.19	19.45	Erie
					128.62	88.04	16.13	0.00	12.75	11.70	Essex
					75.12	25.07	4.51	15.89	12.35	17.30	Frank.
					67.59	10.30	23.21	7.62	0.00	26.46	Fulton
					47.60	23.58	5.58	3.70	4.53	10.21	Genesee
					85.64	38.22	13.04	0.58	8.95	24.85	Greene
					115.26	22.92	7.20	0.00	7.17	77.97	Ham.
					131.04	31.44	32.62	4.15	15.77	47.06	Herk.
					125.67	75.07	18.52	5.58	9.08	17.42	Jeffers.
	16.63				34.97	34.97	0.00	0.00	0.00	0.00	Lewis
					80.89	41.77	2.13	0.00	7.69	29.30	Livin.
					64.26	37.21	5.84	0.00	13.50	7.71	Mad.
					84.57	29.95	35.74	6.79	7.31	4.78	Monroe
					44.45	25.50	5.95	3.25	0.00	9.75	Mont.
					37.96	7.35	6.16	20.08	1.57	2.80	Nassau
					86.54	59.42	4.90	11.11	5.07	6.04	Niagara
					171.15	90.09	50.46	6.76	15.32	8.52	Onida
					78.62	42.63	7.70	7.85	19.55	0.89	Onon.
					86.84	37.17	27.83	2.80	2.26	16.78	Ontario
					82.06	26.08	11.79	5.86	11.47	26.86	Orange
					54.84	21.01	0.00	0.00	8.91	24.92	Orleans
					101.97	65.31	14.82	1.81	0.36	19.67	Oswego
					88.32	45.78	26.86	2.39	1.44	11.85	Otsego
					27.76	27.03	0.73	0.00	0.00	0.00	Putnam
27.90					98.11	39.85	32.23	3.68	0.00	22.35	Renss.
					46.51	11.07	13.37	5.92	0.00	16.15	Rock.
					128.05	108.21	0.60	0.20	9.12	9.92	St.Law.
		15.23			108.22	33.99	13.41	3.53	4.83	52.40	Sara.
7.33					44.78	15.02	12.91	5.64	8.96	2.25	Sche.
					74.99	41.20	0.00	1.00	10.69	22.10	Scho.
			12.20	32.38	65.19	13.83	0.00	0.00	16.16	35.20	Schuy.
			11.01		69.40	25.70	10.03	0.03	5.01	28.63	Seneca
				6.96	161.88	102.64	5.79	3.71	15.74	34.00	Steuben
					105.83	41.68	12.34	0.00	11.59	40.22	Suffolk
					89.20	29.60	0.00	0.00	17.12	42.48	Sullivan
					56.39	40.98	0.00	0.61	0.00	15.10	Tioga
				3.32	83.58	40.73	20.14	4.78	3.32	14.61	Tomp.
					81.14	27.13	35.23	6.25	5.65	6.88	Ulster
					61.71	29.44	26.37	1.10	0.00	4.80	Warren
					71.01	30.44	15.30	0.00	5.77	19.50	Wash.
					79.71	33.64	0.00	0.30	5.85	39.92	Wayne
					101.39	64.68	7.11	7.88	4.29	17.93	West.
					44.35	19.50	0.00	0.00	0.00	24.85	Wyom.
					28.49	23.57	0.00	0.00	0.41	4.51	Yates.
42.41	16.63	15.23	23.21	42.66	4,710.09	2,203.58	757.70	180.76	421.79	1,146.26	.....

APPENDIX "D" SUMMARIES

Miles Under Contract December 31, 1916

CONTRACT YEAR	TYPE MILEAGES						Total mileage
	W. B.	W. B. surf. appl.	Bit. mac.	Brick	F. Con.	Misc.	
1911.....	5.40	.....	10.30	.....	.....	.....	15.70
1914.....	32.73	.....	42.48	1.47	46.29	8.00	130.97
1915.....	173.35	80.80	195.77	16.07	64.12	2.21	532.32
1916.....	65.86	300.46	236.66	13.03	137.73	2.92	756.66
	277.34	381.26	485.21	30.57	248.14	13.13	1,455.65

Total Mileage of Contracts Awarded in 1916

	TYPE MILEAGES						Total mileage
	W. B.	W. B. surf. appl.	Bit. mac.	Brick	F. Con.	Misc.	
New contracts.....	34.83	260.93	200.74	12.52	123.93	2.92	635.87
Forfeited.....	31.31	43.26	27.86	0.51	13.11	.....	116.05
Cancelled.....	.....	3.53	8.51	.....	3.62	.....	15.66
	66.14	307.72	237.11	13.03	140.66	2.92	767.58

Mileages of Highways Accepted in 1916

CONTRACT YEAR	TYPE MILEAGES						Total mileage
	W. B.	W. B. surf. appl.	Bit. mac.	Brick	F. Con.	Misc.	
1911.....	.....	.....	3.57	.....	.....	.....	3.57
1912.....	.....	3.22	.....	0.95	.....	2.43	6.60
1914.....	50.09	.....	76.89	15.51	55.74	8.79	207.62
1915.....	82.23	83.29	73.92	13.42	28.02	5.04	285.92
1916.....	0.28	1.72	5.99	.....	2.93	.....	10.92
	133.20	88.23	160.37	29.88	86.69	16.26	514.63

APPENDIX G

TABLE

SHOWING

Status of Repair Contracts

UPON WHICH WORK WAS PERFORMED DURING 1915

DECEMBER 31, 1916

STATUS OF REPAIR CONTRACTS, 1915

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Eng- neering, etc.	Contract price	Amount of supple- mental agree- ment	Total cost of work including engineer- ing	Cost per mile	Percentage of completion
Harvey B. Sproul.....	6/ 6/10	70	20, 35, 60	8.37	Westchester	Bit mac	\$355.58	\$29,284.12	+43,766.83	\$35,406.51	\$4,230.00	100
Schubert Construction Co.	7/17/15	556	216	0.95	De Waver	Resurfacing bit. mac	278.10	7,901.00	+2,625.45	10,802.55	11,375.00	100
Crouch Bros	8/ 9/15	637	82, 276	0.56	Monroe	Resurfacing and brick	1,904.77	12,377.00	-1,288.10	13,043.67	23,300.00	100
Samper Bros	7/15/15	644	484	5.68	Ontario	Resurfacing W. B. mac.	1,216.53	16,531.00	+580.42	18,327.95	3,227.00	100
W. L. Lawton, assigned to San- taroni Construction Co.....	4/26/15	706	658	3.84	Essex	Bit. mac. resurfacing.	1,189.62	20,961.50	-485.20	21,646.92	5,946.00	100
R. A. Kelton.....	8/11/16	707	259	7.34	Clinton	Bit. mac. resurfacing.	1,568.06	30,435.00	.....	.....	.....	26
William J. Morrissey	4/24/15	708	244, 443	3.79	Saratoga	Bit. mac. resurfacing.	.....	20,193.75	+394.04	22,186.46	5,854.00	100
Westchester-Dutchess Corp	5/17/15	728	35, 50, 6003, 6146, 5226, 5360	25.01	Westchester	H. C. T. cold application	652.48	15,245.61	+215.18	16,113.27	644.00	100
Harry W. Roberts & Co	5/28/15	729	108, 120, 180, 346, 347, 409, 5126	25.27	Montgomery	H. C. T. cold application.	488.24	8,770.68	-2,670.36	6,588.56	260.00	100
Samper Bros	7/15/15	741	591	6.15	Cayuga	Resurfacing bit. mac.	1,822.27	33,987.30	-1,267.15	34,542.37	5,817.00	100
William J. Morrissey	5/28/15	753	721	1.86	Washington	Bit. mac. resurfacing.	1,251.80	11,132.27	-197.64	13,186.43	6,532.00	100
John Lewis	6/ 7/15	771	1017, 5011, 5184, 5235	15.05	Essex	.....	.....	4,819.25	.....	.....	.....	40
William L. Sherrill.....	6/ 9/15	774	480	1.43	Rensselaer	.....	1,196.64	9,999.65	-49.75	11,145.54	7,794.00	100
Glenison & Davitt.....	6/ 9/15	777	981, 5196	2.34	Rensselaer	.....	.....	5,158.50	.....	.....	.....	82
John W. Flynn	6/ 9/15	785	192, 198, 556	11.22	Albany	.....	.....	36,485.95	.....	.....	.....	75
W. L. Lawton	7/ 9/15	792	198, 366	7.08	Albany	.....	1,967.07	23,611.16	+735.16	26,313.33	3,421.00	100
William J. Morrissey	7/13/15	793	241	3.08	Saratoga	.....	.....	13,497.70	.....	.....	.....	54
Phelan & Sullivan	10/28/16	797	462	8.78	Herkimer	.....	.....	11,440.70	.....	.....	.....	68
Kingsbury & Ryan	7/12/15	799	421, 902	1,650	ft. Broome	.....	.....	4,454.80	.....	.....	.....	68
Glenison & Davitt	7/ 9/15	807	202, 536	5.91	Rensselaer	.....	2,422.72	30,831.17	+4,323.47	37,676.36	6,274.00	100
Flower City Contracting Co	7/19/15	811	172	0.67	Monroe	Resurfacing brick	1,116.75	14,828.50	-28.13	15,917.12	23,748.00	100
The Lane Construction Corp	7/16/15	812	125, 174	3.67	Franklin	Resurfacing bit. mac	1,146.27	33,292.00	+1,249.56	35,687.83	9,725.00	100
William Doyle	7/16/15	813	311, 5112	4.08	Saratoga	Resurfacing bit. mac	759.77	17,787.40	1,045.12	17,502.05	4,289.00	100
Olin T. Benedict	8/ 5/15	816	4	1.24	Columbia	Bit. mat. T. cold appl.	1,242.08	15,426.50	+1,808.10	18,476.66	1,995.00	100
Lynden Contracting Corporation assigned to Arthur F. McCob- vile;	8/11/16	818	733	5.50	St. Lawrence	Resurf. 3" bit. mac & T. C A	.....	26,145.00	-2,103.13	24,737.99	4,498.00	100

* Original contract let April 26, 1915, to John P. Lewis for \$30,435.00, was cancelled and relet to R. A. Kelton for \$17,901.07.

+ Original contract let July 14, 1915, to Daniel B. Donovan, for \$11,440.70, was cancelled and relet to Phelan & Sullivan for \$5,791.90.

* Original contract let August 11, 1915, to Orlando Beebe, for \$26,145.00, was cancelled and relet to Lynden Contracting Corporation for \$9,063.91.

STATUS OF REPAIR CONTRACTS, 1915 — (Continued)

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engi- neering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
R. D. Cooper.....	8/ 7/15	819	464	5.46	Herkimer.....	Bit. mat. A. appl.....	\$1,064 68	\$6,715 00	+\$745 33	\$8,525 10	\$1,561 00	100
Frank K. Liberatore.....	8/12/15	820	356	2.35	Chemung.....	Resurf. bit. mac.....	888 91	12,198 00	+\$54 00	13,140 91	5,591 00	100
Tri-County Construction Co.....	8/10/15	821	1015	2.22	Westchester.....	L. C. T. hot & cold appl.....	176 87	3,980 50	+\$76 82	4,234 19	1,907 00	100
James Conway.....	8/10/15	822	533	1.99	Clinton.....	Resurf. bit. mac.....	825 25	7,896 24	+\$1,394 86	10,026 35	5,038 00	100
			343	2.23	Dutchess.....	L. C. T. H. A. & C. A.....						
Thos. H. Karr.....	8/ 6/15	827	570	4.39	Putnam.....	Resurf. bit. mac. & C. O.....	1,003 22	9,939 25	—99 93	10,842 48	844 00	100
			909	4.43	Putnam.....	L. C. T. cold appl.....						
			5006	1.80	Putnam.....	Cold oil.....						
The Union Paving Co.....	8/12/15	828	23	0.87	Eric.....	Resurfacing bit. mac.....	844 43	13,503 00	+\$700 95	15,048 38	17,297 00	100
Henry Clinton.....	8/ 6/15	834	549	4.12	Dutchess.....	Resurfacing 2" bit. mac.....	1,062 34	12,950 00	+\$1,836 62	15,848 96	3,847 00	100
Clarence Welch & Co.....	8/25/15	836	376	2.38	Fulton.....	Resurf. 3" bit. mac.....	738 97	12,134 50	+\$20 79	12,894 26	5,418 00	100
George Mesler.....	8/30/15	837	795, 823, 824	1.460	ft. Sullivan.....	Retaining walls.....	746 86	4,518 00	—41 14	5,223 72	3.57 per ft.	100
Malloy & Murray Contracting Co.....	8/27/15	838	503	6.00	Westchester.....	Resurf. asph. & bit. mac.....		96,243 40				90
J. J. Malloy.....	8/28/15	839	463	5.37	Herkimer.....	Resurf. W. B. mac. with H. C. T. cold appl.....	823 56	18,797 72	+\$2,363 77	21,985 05	4,092 00	100
John F. Gallagher.....	8/25/15	840	228	4.82	Ulster.....	Resurf. 2" bit. mac.....	1,153 83	18,812 53	+\$924 12	20,890 48	4,335 00	100
Arthur F. McConville.....	8/30/15	841	732	3.79	St. Lawrence.....	Resurf. 3" bit. mac.....	749 82	20,551 40	+\$691 90	21,993 12	5,803 00	100
J. W. Brennan Construction Co.....	8/30/15	842	207	0.90	Ontario.....	Resurf. brick.....	788 89	12,284 50	—690 38	12,383 01	20,680 00	100
George Mesler, assigned to Jackson Bros.....	8/30/15	843	5223	8.54	Sullivan.....	Resurfacing 2½" bit. mac.....		42,327 40				38
J. J. Malloy.....	8/28/15	844	640	.89	Schenectady.....	Resurfacing 2" bit. mac.....	346 89	8,706 10	+\$630 17	9,683 16	10,874 00	100
William J. Kidd*.....	8/23/16	845	436	2.50	Nassau.....	Resurfacing 2" bit. mac.....		8,366 95				65
James Garafano & Son.....	8/31/15	847	19	2.80	Westchester.....	Resurfacing 2" bit. mac.....	360 53	11,359 50	—1,710 09	10,009 94	3,575 00	100
Harry W. Roberts & Co.....	9/ 1/15	848	71	2.06	Onondaga.....	Resurfacing 3" bit. mac. and constructing retaining wall.....						
						Resurfacing bit. mac.....	842 61	13,649 52	—397 70	14,094 43	6,841 00	100
Richard Hopkins.....	8/26/15	849	1016	3.14	Cayuga.....	Resurfacing bit. mac.....	1,069 25	21,550 92	+\$2,311 58	24,931 76	7,940 00	100
Municipal Asphalt Co.....	8/31/15	851	694	3.00	Suffolk.....	Bit. mat. A. appl.....	863 99	9,125 50	+\$704 03	10,693 52	3,565 00	100

STATUS OF REPAIR CONTRACTS, 1916

Henry G. White.....	5/ 8/16	853	167	1.76	Monroe.....	W. B. mac. resurfacing.....	1,522 01	10,987 50	—481 95	12,027 56	6,834 00	100
John C. Bradley.....	5/ 4/16	854	867	1.09	Livingston.....	Brick 2" bit. mac.....	1,084 68	11,395 00	—618 92	11,860 70	10,871 00	100
McGreevy, McGuigan & Baum Construction Co.....	5/ 3/16	855	990, 1005, 1128, 1190, 1232, 5160, 5208, 5295, 5335, 5047	22.94	Schuyler.....	L. H. O. surf. treat.....	168 90	8,084 18	+\$102 33	8,355 41	364 00	100

Kennedy Construction.....	5/ 8/16	\$56 5502, 5481.....	13.42 Allegany.....	L. H. O. & T. C. A. surf. treat.....	211 00	5,371 05	+35 94	5,617 99	364 00	100
McGreevy, McGuigan & Baum Construction Co.....	5/ 3/16	\$57 1205, 1210, 5323, 5324.....	24.00 Yates.....	L. H. O. surface treat.....	274 93	8,716 22	+51 94	9,043 00	377 00	100
Dana W. Robbins, Inc.....	5/ 8/16	\$58 845, 927, 5215, 5257, 5289, 5333, 5429.....	25.29 Tioga.....	L. H. O. & L. C. O. surf. treat.....	375 62	8,718 25	-27 86	9,066 01	358 00	100
The Pathfinder Construction Co. Richard Hopkins.....	5/ 8/16	\$59 817, 937, 1020, 5077, 5/ 3/16	17.23 Lewis.....	L. C. O. surface treat.....	459 33	5,482 90	-40 68	5,901 55	343 00	100
J. A. Laporte.....	5/ 3/16	\$61 441.....	31.88 Jefferson.....	L. H. O., T. C. A. & L. C. O. surf. treat.....	444 39	10,596 02	+25 38	11,153 84	350 00	100
John T. O'Neil.....	5/ 5/16	\$62 193, 508, 979, 1184, 5499.....	2.27 Saratoga.....	Bit. mat. A. surf. treat.....	320 15	6,098 50	+1,447 17	7,865 82	3,465 00	100
The Defiance Corporation.....	5/ 3/16	\$63 56, 137, 138, 280, 822, 5102, 5311.....	19.93 Albany.....	L. H. O. & T. C. A. surf. treat.....	351 32	7,050 70	-1,543 21	5,858 81	294 00	100
Olin T. Benedict.....	4 20/16	\$64 285, 439.....	31.55 Clinton.....	L. H. O. & T. C. A. surf. treat.....	495 48	12,242 46	-233 03	12,504 91	396 00	100
Clarence E. Walker.....	5/ 2/16	\$65 10, 25, 631, 5354, 5310.....	7.40 Rensselaer.....	Bit. mat A. surf. treat.....	.....	19,159 96	.....	.....	.....	.....
Richard Hopkins.....	5/ 3/16	\$66 741, 815, 5062, 5230, 5241.....	11.84 Rensselaer.....	L. H. O. & T. C. A. surf. treat.....	504 73	6,009 70	-21 49	6,492 94	549 00	100
Paul Schultze.....	5/ 2/16	\$67 640, 788, 793, 1028.....	22.50 Saratoga.....	L. C. O. & L. H. O. surf. treat.....	413 47	6,777 00	-291 32	6,899 15	307 00	100
William G. Fox.....	5/ 9/16	\$68 103, 722, 803, 1224, 5293, 5316, 5336.....	11.79 Schenectady.....	T. C. A. surf. treat.....	41 76	4,112 75	-589 47	3,565 04	312 00	100
Gifford Construction Co.....	5/ 3/16	\$69 77, 291.....	28.76 Washington.....	L. H. O. & T. C. A. surf. treat.....	144 35	9,675 35	-646 35	9,173 36	319 00	100
John B. Dower.....	6 27/16	\$70 287.....	0.92 Rensselaer.....	3" W. B. mac. resurf.....	469 15	4,798 32	+234 37	5,501 84	5,991 00	100
Thomas H. Karr.....	5/ 4/16	\$71 194.....	4.34 Rensselaer.....	3" W. B. mac. resurf.....	.....	33,665 00	.....	.....	49	49
The Atlantic Refining Co.....	5/ 3/16	\$72 355, 356, 357, 358, 725, 5048, 5162, 5207, 5208.....	1.47 Rensselaer.....	3" W. B. mac. resurf.....	623 15	6,781 63	+89 25	7,494 03	5,098 00	100
Ribstein-Holter Co., Inc.....	5/ 9/16	\$73 15, 170, 173, 232, 254, 255, 294, 400, 401, 574-A, 1187, 5522.....	38.79 Chemung.....	L. H. O. & T. H. A. surf. treat.....	1,014 63	12,986 41	-441 06	13,559 98	349 00	100
Crouch Bros.....	5/ 4/16	\$74, { 853, 828, 5270, 5271, 5272..... 894, 5400.....	30.65 Monroe.....	T. C. A. surf. treat.....	494 53	7,885 35	-200 13	8,179 75	267 00	100
			37.86 Livingston.....	L. C. O. surf. treat.....	1,090 45	13,956 22	+48 86	15,095 53	323 00	100
			8.90 Wyoming.....							

* Original contract let August 30, 1916, to Evergreen Construction Co., for \$8,366.95, was cancelled and let to William J. Kidd for \$2,950.73.
† Contract cancelled and work finished by the State.

STATUS OF REPAIR CONTRACTS, 1916 — (Continued)

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engineering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
Crouch Bros	5/ 4/16	875 62	5, 399, 7, 502, 660, 002	43 63	Monroe	T. C. O. surf. treat.	\$445 06	\$7,814 52	-\$874 06	\$7,395 50	\$169 00	100
Sweeney & Boland	5/ 2/16	876 25	335, 1196,	28 57	Niagara	T. C. A. surf. treat.	864 12	7,827 30	-2,068 47	6,422 06	225 00	100
Kennedy Construction Co	5/ 8/16	878 10	1196,	26 44	Ontario	L. H. O. surf. treat.	375 57	6,906 45	-110 65	7,171 67	271 00	100
Conway Bros. & Kennedy	5/ 2/16	880 341, 762, 5103, 5104, 650	19 00	Columbia	L. C. O. surf. treat.	632 21	6,278 86	+333 64	7,244 71	381 00	100	
Joseph Walker Construction Co	5/ 3/16	881 31, 118, 141, 307, 308	19 05	Ulster	L. H. O. T. C. A. & T. H. A. surf. treat.	12,676 98	12,676 98	.....	.....	.....	.....	4
Armstrong & Trowbridge	5/ 9/16	882 699, 700, 823, 824, 890, 5322	23 20	Sullivan	L. C. O. & L. H. O. surf. treat.	339 15	6,907 60	-140 16	7,106 59	306 00	100	
John P. Dugan & Co., Inc.	5/12/16	883 33, 109, 110, 246, 247, 361, 362, 541, 542, 544, 1127	33 06	Fulton	T. C. A. surf. treat.	12,309 64	12,309 64	.....	.....	.....	.....	68
Paddelford & King	5/ 9/16	884 506, 955, 1160, 1216, 1217, 5329, 5330, 5380, 5402	33 89	Madison	T. C. A. surf. treat.	941 03	10,603 40	+56 89	11,331 92	334 00	100	
Richard Hopkins	5/ 3/16	885 140, 406, 438, 559, 838, 839, 1107, 5325, 5345, 5406, 5442, 5463, 5521, 5465	55 46	Oneida	T. C. A. surf. treat.	384 02	16,012 90	+1,981 55	19,478 47	340 00	100	
Kennedy Construction Co	5/ 8/16	886 742, 754, 903, 904, 905, 906, 907, 1200, 1292, 5211, 5283-C, 5253-D, 5254, 5255, 5348-B, 5351, 5352-B	1 53 0.10	Ontario Herkimer	L. H. O. & T. C. A. surf. treat.	26,518 22	26,518 22	.....	.....	.....	.....	05
Paul Pechnitz	5/ 2/16	888 150, 151, 261, 262	19 78	Washington	L. C. O. & T. C. A. surf. treat.	402 67	7,759 65	+25 05	8,187 37	414 00	100	

Edward Hartney.....	5/ 9/16	839	42,* 64, 65, 115, 153, 154, 156, 157, 159, 414.....	38.50 Orange.....	L. C. O. surf. treat.....	236.40	3,637 02	+1,192 61	5,066 03	134 00	100
Shipman & Lincoln.....	5/10/16	890	696, 958.....	8.37 Cattaraugus.....	L. H. O. & T. C. A. surf. treat.....	215 45	2,617 74	-13 81	2,819 38	337 00	100
H. A. Murphy, assigned to Paddel- ford & King.....	5/ 8/16	891	599, 663.....	10.81 Chenango.....	L. H. O. & T. C. A. surf. treat.....	227 93	4,130 75	+106 96	4,465 64	409 00	100
H. A. Murphy.....	5/ 9/16	892	676, 783, 935, 1147, 5240-A, 5247-A, 5443, 5455.....	23.64 Otsego.....	L. H. O. & T. C. A. surf. treat.....	345 10	11,795 90	734 66	11,406 34	482 00	100
H. A. Murphy.....	5/ 9/16	893	{ 5443, 5455.....	10.36 Delaware.....	T. C. A. surf. treat.....	625 35	5,671 75	+5 49	6,302 59	490 00	100
H. A. Murphy.....	5/ 9/16	894	221, 833, 987.....	2.50 Otsego.....	L. H. O. & T. C. A. surf. treat.....	138 15	4,193 00	+57 76	4,388 91	565 00	100
Joseph Walker Construction Co.. Griffin & Griffin.....	5/ 3/16	895	827, 1230.....	10.13 Columbia.....	T. C. A. surf. treat.....	339 31	3,568 96	.....	.....	.....	59
Herbert W. Fearl.....	5/ 8/16	896	416.....	5.91 Orange.....	L. C. O. surf. treat.....	348 91	2,099 52	+74 57	2,513 40	425 00	100
The Defiance Corp.....	5/ 4/16	898	417, 418, 656, 5055, 5088, 5158.....	30.95 St. Lawrence.....	L. C. O. surf. treat.....	599 03	8,573 35	+202 39	9,124 65	295 00	100
John Anderson, Jr.....	5/ 3/16	899	5185.....	29.08 Warren.....	L. C. O. & L. H. O. & T. C. A. surf. treat.....	309 84	5,972 56	-275 07	6,296 52	217 00	100
Gleason & Davitt.....	5/ 3/16	900	11, 26.....	6.57 Warren.....	Bit. mat. A. surf. treat.....	818 99	8,429 00	-820 59	7,918 25	1,205 00	100
John Doyle.....	4/29/16	901	367.....	1.73 Rensselaer.....	Bit. mac. resurf.....	1,577 60	10,092 10	.....	.....	.....	46
S. B. Van Wagonen, Inc.....	5/ 1/16	902	178.....	2.83 Albany.....	W. B. mac. 3" resurf.....	587 95	12,382 50	+1,323 55	14,525 04	5,133 00	100
Rock & Griffin.....	5/ 5/16	904	625.....	7.38 Albany.....	W. B. mac. 3" resurf.....	349 09	24,921 75	+2,130 81	28,630 16	3,879 00	100
The Defiance Corp.....	5/ 9/16	905	232, 859, 1017, 5180, 5181, 5239, 5311.....	2.47 Jefferson.....	2" bit. mac. resurf.....	525 82	12,746 57	-120 42	13,214 10	5,349 00	100
Spellman-Oliver Co.....	5/ 8/16	906	878, 966, 970, 1125, 5288.....	25.85 Essex.....	L. H. O. & T. C. A. surf. treat.....	326 70	8,317 53	+16 80	8,683 42	336 00	100
Kellogg Boynton.....	5/ 4/16	907	701, 702, 703, 950, 985.....	20.49 St. Lawrence.....	L. C. O. & T. C. A. surf. treat.....	740 60	6,645 53	-476 34	6,695 01	327 00	100
Kellogg Boynton assigned to H. W. Fearl.....	5/11/16	908	875, 876, 1126, 1168, 5032, 5116, 5283, 5287.....	17.06 Franklin.....	T. C. A. surf. treat.....	1,875 16	5,387 60	+120 62	5,843 92	343 00	100
Gifford Construction Co.....	4/29/16	909	195.....	53.61 St. Lawrence.....	L. C. O. & T. C. A. surf. treat.....	.....	15,759 85	+92 63	16,593 08	309 00	100
W. L. Lawton.....	6/ 6/16	910	177.....	3.76 Rensselaer.....	Bit. mac. resurf.....	.....	27,141 00	-74 96	28,941 20	7,695 00	100
M. Fitzgerald.....	5/ 3/16	911	200.....	2.56 Albany.....	2" bit. mac. resurf.....	.....	24,439 16	.....	.....	.....	60
Rumpf & Stevens.....	5/10/16	912	723.....	1.30 Albany.....	3" W. B. mac. resurf.....	1,014 13	15,078 50	+588 96	16,681 59	6,066 00	100
Flood & Van Wirt Co.....	6/ 8/16	913	197.....	2.75 Rensselaer.....	3" W. B. mac. resurf.....	.....	25,973 10	.....	.....	.....	61
				4.77 Washington.....	3" W. B. mac. resurf.....	938 65	18,095 25	-976 20	18,057 70	5,423 00	100
				1.60 Rensselaer.....	3" W. B. mac. resurf.....						
				{ 1.73 Rensselaer.....	2" bit. mac. resurf.....						

* Road 64 eliminated from contract.

STATUS OF REPAIR CONTRACTS, 1916 — (Continued)

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engi- neering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
W. F. Hill & Co.	5/ 5/16	914	685, 686, 687, 687-A, 752, 1016 5101	27.34	Cayuga	L. H. O. & T. C. A. surf. treat.	\$963 63	\$17,991 70	- \$625 50	\$18,229 83	\$396 00	100
			370, 509, 746	18 70	Oswego							
			826, 973, 5082, 5171	13.97	Seneca							
			321, 323, 5087	28.56	Wayne							
			860, 919, 992, 993, 5017, 5089 5127, 5290									
F. H. Wells	5/ 9/16	915				L. H. O. & T. C. A. surf. treat.		16,393 30				25
F. H. Wells	5/11/16	916	74, 76, 132, 487, 553, 554, 555, 556, 557, 897, 1041, 1042, 1068, 1070, 5016, 5080, 5143, 5365	67.71	Onondaga	L. H. O. & T. C. A. surf. treat.						
Brown & Lowe Co.	5/ 3/16	917	5110	5.31	Schenectady	2" bit. mac. resurf.		29,001 15				38
Arthur P. McConville	5/ 8/16	918	783	2.52	St. Lawrence	3" bit. mac. resurf.		27,749 10				63
The Atlantic Refining Co.	5/ 3/16	920	483, 616, 682, 683, 1002, 1003, 1003-A, 1004, 1188, 5214, 5294, 5379, 5474-A, 5567				667 95	12,836 35	+700 51	14,294 81	5,672 00	100
The Defiance Corp.	5/ 3/16	921	5189	47.78	Tompkins	L. H. O. & T. C. A. surf. treat.	537 45	17,983 76	-2 19	18,519 02	387 00	100
John T. O'Neil	6/12/16	922	886, 997, 5491	8.43	Hamilton	T. C. A. surf. treat.	179 94	3,324 20	+180 09	3,684 23	437 00	100
Joseph Walker Construction Co.	5/ 3/16	923	589	15.50	Greene	T. C. A. surf. treat.	229 46	6,106 46	-912 88	5,423 04	350 00	100
Gifford Construction Co.	5/ 8/16	924	743	3.80	Columbia	2 1/2" bit. mac. resurf.	427 00	10,501 00	+802 31	11,780 31	4,186 00	100
				1.75	Suffolk	Cement concrete pav. re- surf.	590 01	18,048 40	-0 95	18,637 46	10,651 00	100
Edward F. Monohan	6/10/16	925	5112	2.14	Suffolk	2 1/2" bit. mac. resurf.		13,886 40				32
Edward F. Monohan	6/10/16	926	1018	4.50	Suffolk	Bit. mat. A. binder heavy surf. treat.	482 02	13,453 30	+425 00	14,359 92	3,191 00	100
Behunnamunk Construction Co.	5/ 9/16	927	42	3.00	Orange	3" bit. mac. resurf.	972 29	18,513 00	+107 82	19,593 11	6,531 00	100

McGruery, McGugan & Baum Construction Co.	5 3 16 928.40, 208, 215, 378, 379, 530, 510, 506, 581, 985, 1076, 5075, 5424, 5436.	5/ 2/16 929 5106	41 86 Cortland.....	L. H. O. & T. C. A. surf. treat	425 30	12,630 06	+447 03	13,503 31	323 00	100
Ulrich & Furicase.....			1 17 Nassau.....	Ordnst concrete pav. re- surf	486 62	11,890 20	-39 55	12,540 27	10,796 00	100
John F. Gallagher & Co., Inc.		5/12/16 930 9005	5 65 Rockland.....	2 1/2" bit. mac. resurf.		25,716 55				34
Thomas J. Martin.....		6/ 6/16 931 223	1 65 Rockland.....	T. C. A. surf. treat		8,264 00	+468 50	9,156 91	5,066 00	100
The Pathfinder Const. Co., Inc.		5/ 8/16 932 { 5332, 5036, 5333.	0 86 Dutchess.....	2" bit. mac. resurf.	404 32	4,896 20	+52 13	5,481 90	568 00	100
J. F. Gallagher & Co., Inc.		6/13/16 933 9000	8 96 Lewis.....	L. C. O. surf. treat	533 57	4,965 00	-194 51	5,015 28	5,900 00	100
DeGraff & Hopwood, Inc.		6/10/16 934 43,113	0 85 Rockland.....	2 1/2" bit. mac. resurf.	344 79	17,151 50	-1,362 14	16,147 13	5,209 00	100
McGruery, McGugan & Baum Construction Co.		6/12/16 935 906, 5254	3 10 Orange.....	3 1/2" bit. mac. resurf.	358 07	11,583 70	-338 23	11,677 70	5,839 00	100
Cronah Bros.		6/10/16 938 399	2 00 Steuben.....	with	445 16	7,847 40	-454 31	7,836 26	5,481 00	100
Fred H. Rhodry.....		6/ 7/16 939 302	1 43 Monroe.....	with	399 03	7,297 50	+907 50	8,684 03	5,948 00	100
Sweeney & Boland.....		8/ 9/16 940 586	1 04 Oneota.....	appl. of cal. chlor. Bit. mat. A. heavy surf. treat	104 45	8,636 80	+79 06	8,822 91	3,076 00	100
Richard Hopkins.....		8/ 8/16 941 982	5 77 Delaware.....	Bit. mat. A. heavy surf. treat		21,070 80				
D. I. Snell & Co.*.....		10/28/16 942 120	4 14 Montgomery.....	Bit. mat. A. surf. treat		8,108 90				26
Richard Hopkins.....		8/ 8/16 944 107	3 04 Montgomery.....	3" W. B. mac resurf. T. C. A	507 50	15,415 67	+51 14	16,004 31	4,304 00	100
Burham & Rose.....		7/12/16 945 362	0 59 Fulton.....	Widen 2' and resurf. width of roadway with 2" bit. mac.		3,814 80	+566 63	11,056 27	3,444 00	94
Edwin Stryker.....		6/ 9/16 946 423	3 21 Jefferson.....	1 1/2" bit mac. resurf.	574 04	9,915 00	+357 38	12,769 91	5,108 00	100
Richard Hopkins.....		7/12/16 947 5032	2 60 St. Lawrence.....		228 99	3,000 00	-0 06	3,228 93	5,331 00	100
Richard Hopkins.....		6/15/16 948 521	0 80 St. Lawrence.....		396 41	12,769 50	-846 95	12,808 96	4,924 00	100
W. L. Thayer & Co.....		6/16/16 949 830	2 50 Franklin.....		845 97	29,316 55	-1,769 98	28,396 54	4,888 00	100
Spillman-Oliver Co.....		6/ 8/16 950 476, 451	5 81 Clinton.....			25,956 50				74
Gleason & Davitt.....		6/ 8/16 961 5086	5 02 Schoharie.....			29,904 20				52
Nathan E. Young.....		6/ 8/16 962 700, 795	4 85 Sullivan.....			9,977 60				2
Franklin Co.....		7/24/16 963 598	2 25 Chenango.....		340 76	7,909 85	-143 37	8,167 34	4,432 00	100
The Steuben Construction Co.		6/10/16 964 463	1 82 Tompkins.....	rete base		35,106 00				97
Whitmore, Rumber & Vicma, Inc.		6/ 9/16 967 100, 101	0 84 Monroe.....		704 57	24,859 13	-1,876 58	23,777 14	5,180 00	100
Richard Hopkins.....		6/ 9/16 968 139, 271	4 59 Oneida.....			35,621 55				24
Federal Pavement Corp.		8/10/16 969 36	1 57 Delaware.....	urf.		4,804 50				65
Frederick Hicks Contracting Co.		7/ 8/16 990 5303	0 57 Livingston.....	A. surf.		9,308 02				
John R. Burchill.....		6/27/16 961 5374	5 24 Otsego.....	treat						

* Original contract dated June 2, 1916, for \$6,000.85 was held by H. D. Lavery, who assigned it to Patrick F. Harlby, subsequently it was cancelled and relet to D. I. Snell & Co.

STATUS OF REPAIR CONTRACTS, 1916 — (Concluded)

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Miles	County	Class of work	Engineering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
Rollin E. Wright.....	6/29/16	963 535	2.70	Cortland	2½" bit. mac. resurf.	\$473 61	\$12,205 34	—\$466 91	\$12,678 95	\$4,696 00	100
W. F. Hill & Co.....	6/28/16	964 614	2.76	Cayuga	2½" bit. mac. resurf.		17,305 54				15
John R. Burchill.....	6/27/16	965 330, 1070	3.70	Onondaga	2½" bit. mac. resurf.	611 40	16,753 50	—223 51	17,141 39	4,632 00	100
Charles E. Haney, assigned to John R. Burchill.....	7/ 3/16	966 672	3.30	Onondaga	2½" bit. mac. resurf.		13,102 20				
Charles F. Haney.....	7/ 3/16	967 729	3.19	Niagara	2½" bit. mac. resurf.	582 63	16,159 00	—560 05	16,181 58	5,073 00	100
Dana W. Robbins, Inc.....	6/28/16	968 5274	0.88	Onondaga	2" aniesite top resurf.	287 35	8,350 50	+388 63	9,028 48	10,254 00	100
Frank L. Cohen.....	7/17/16	969 23, 129	2.48	Erie	6" conc. pavement resurf.		26,595 00				39
Phelan & Sullivan.....	6/30/16	970 462	9.91	Herkimer	2½" bit. mac. resurf.		49,086 80				18
		{ 20, 35	4.31	Westchester	Bit. mat. A. heavy surf. treat.		23,429 03				98
H. A. Murphy.....	7/11/16	971	7.60	Westchester	L. C. O. surf. treat.						
		{ 51, 865	3.22	Westchester	T. H. A. & L. C. T. C. A.						
The Sewage Disposal & Water Plant Co.....	6/28/16	974 5010	1.06	Albany	Conc. pavement 5½" to 7½"	725 25	18,542 80	—656 78	18,611 27	17,548 00	100
			2.02	Oneida	Bit. mac. pen.						
Harry W. Roberts & Co.....	6/27/16	975 250	2.72	Oneida	Bit. mac. 2" mix method type 2		35,966 95				76
Harry W. Roberts & Co.....	6/27/16	976 5249	4.84	Onondaga	2" bit. mac. mix method type 2	728 79	38,267 94	+\$123 60	\$39,120 33	\$8,082 00	100
Jackson Bros. assigned to Nathan E. Young.....	6/27/16	977 700	2.65	Sullivan	3" bit. mac. resurf.		14,963 50				
H. A. Murphy.....	7/11/16	978 345	4.66	Montgomery	Bit. mat. A. heavy surf. treat.						
Mondo Construction Co.....	6/28/16	979 5365	0.60	Onondaga	3½" brick resurf.	1,033 04	10,099 00	+17 26	17,003 05	28,564 00	32
Greece Construction Co.....	6/27/16	980 367	3.91	Albany	3" W. B. mac. resurf.	858 01	15,952 75	+802 71	20,639 22	28,564 00	100
Gifford Construction Co.....	6/28/16	981 201	3.11	Rensselaer	3" W. B. mac. resurf.		18,978 50			5,277 00	100
Flood & Van Wirt Co.....	6/27/16	982 591	3.29	Cayuga	2½" bit. mac. resurf.	32 40	12,845 07	—446 07	19,044 33	5,788 00	12
Kellogg Boynton.....	7/11/16	984 744, 5500	10.93	Essex	T. C. A. surf. treat.	124 01	19,458 00	—36 77	3,676 14	336 00	100
Joseph Walker Construction Co.....	7/18/16	985 118	0.83	Ulster	3" bit. mac. resurf.		3,587 90				
Thomas J. Martin.....	8/10/16	986 537	1.19	Dutchess	3" bit. mac. resurf.		6,659 50				
Whitmore, Rauber & Vicinus.....	7/18/16	987 253	0.79	Monroe	4" brick on 5" conc. found. resurf.	404 08	6,747 00	+188 09	7,339 17	6,167 00	100
Samuel Beskin.....	7/14/16	988 657	5.08	Westchester	4½" to 6½" conc. pav. resurf.		25,917 50				97
Thomas F. Murray.....	7/17/16	989 529	3.55	Erie	3" vit. mac. resurf.	477 42	55,059 80	—3,022 72	21,014 20	5,920 00	98
Charles E. Haney.....	8/10/16	990 475	2.22	Niagara	2½" bit. mac. resurf.	400 70	28,550 50	—123 42	13,281 28	5,982 00	100

P. H. Murray.....	7/17/16	991 5137	2.62	Cattaraugus...	3" bit. mac. top on 3" bottom course resurf.	870 30	29,657 55	+651 17	31,179 02	3,529 00	100
Richard Hopkins.....	8/ 8/16	992 523, 524	6.21	Cattaraugus...	L. H. O. surf. treat.						
Harry W. Roberts & Co.....	8/17/16	993 100	9.40	Erie.....	Bit. mat. A. heavy surf. treat.		58,465 00				33
Conner & Gallavan.....	8/10/16	994 146, 207	1.50	Monroe.....	2½" bit. mac. mix method type 2		14,327 40				
McGreevy, McGuigan & Baum Construction Co.....	8/10/16	995 591	1.95	Ontario.....	2½" bit. mac. resurf.		11,163 00				40
Jacob Stern.....	8/10/16	996 64	2.76	Cayuga.....	3" bit. mac. resurf.		24,013 63				
The Defiance Corporation.....	8/10/16	997 756, 5186, 5187, 5188	1.84	Orange.....	6" conc. pavement.		23,506 50				22
The Defiance Corporation.....	8/10/16	998 258, 822, 859	23.68	Essex.....	L. H. O. surf. treat.		8,780 80				
J. H. Weidman.....	9/25/16	999 1039	12.83	Clinton.....	T. C. A. surf. treat.	32 19	4,664 55	-2 50	4,694 24	366 00	100
Paul Schultze.....	8/10/16	1000 58, 59, 340, 442, 610	2.61	Onondaga.....	2½" bit. mac. resurf.		11,565 25				
Sherman Contracting Co., Inc.	9/25/16	1001 125	20.88	Saratoga.....	T. C. A. surf. treat.	338 32	6,137 40	-501 94	5,973 78	286 00	100
McGreevy, McGuigan & Baum Construction Co.....	8/10/16	1002 1043	0.48	Broome.....	2" conc. pavement, 4" gravel resurf.		15,237 00				6
Nash & Griffin.....	8/12/16	1003 377	1.31	Onondaga.....	2½" bit. mac. resurf.		9,938 05				
McGreevy, McGuigan & Baum Construction Co.....	8/11/16	1004 76	0.42	Cortland.....	5"-7" conc. pavement resurf.		4,942 10				
Thomas J. Martin.....	9/25/16	1005 177, 178, 192, 198, 365, 366, 367, 1220, 5501	1.00	Onondaga.....	3" bit. mac. resurf.		7,039 50				
Amos. D. Bridges Sons, Inc.....	10/31/16	1006 569	36.20	Albany.....	T. C. A. surf. treat.		11,710 30				
			0.99	Putnam.....	3" bit. mac. resurf.		8,830 50				

